

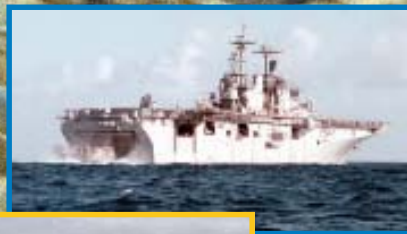
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iMAST

Applied Research Laboratory
Institute for Manufacturing and
Sustainment Technologies



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A Message from the Director

This year has been a productive one, with most projects achieving significant progress. The highlight of the year was Dr. William Mark's personal recognition by a senior Naval Sea Systems Command Program Executive Officer. Dr. Mark received the Civilian Meritorious Service Award, the second highest civilian award given by the Navy. His technology saves the Navy \$26 million over a five year period. His effort also makes the applicable weapon system available for deployment earlier than predicted, a critical need. Dr. Mark worked extensively with the government and the contractor to ensure his process was practical for their use.

The challenge and goal of every project is to implement the process into the fleet, achieving affordability improvements and/or performance enhancements. The key to achieving this goal is teamwork. The principal investigators must work together with the technical assistants, who represents the program office. He/she should be well-versed in the requirements of the program office. This includes performance, cost and schedule requirements. As most projects are targeted for implementation within an existing system (most are in engineering development or beyond), communication with the program office is necessary to ensure a program exists to allow incorporation of the technology into the system at a time most beneficial to the program. Frequent communication between the principal investigator and the technical assistant remains the key!

Several projects are scheduled to complete this year. I anticipate that we will have the opportunity to start multiple projects in fiscal year 2003. Now is the time to identify new requirements. New issues must be entered in the database by March in order to allow the systems commands time to evaluate them properly. Again, communication between the program office and the technology specialist is vital to ensure an improved technology meets the requirements. Performance, cost and schedule are all necessary parts of the equation. It does not help the Navy if the process matures too late for implementation, or costs too much.

iMAST stands ready to support the Navy, Marine Corps, and the Department of Defense in this time of crisis. Our focus is on improving the fleet and serving the Sailor and Marines who will head into harm's way. Nothing less is acceptable.

Bob Cook

ManTech Program Director
ARL Penn State



iMAST FY2001 Annual Report

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“We owe our Sailors and Marines who will go into harm’s way every edge technology can provide. Technology will never be a substitute for courage and human toughness in conflict, but it can increase the likelihood that the tough and the courageous will be successful.”

—Admiral William A. Owens, USN

Institute for Manufacturing and Sustainment Technologies

iMAST is a Department of the Navy Manufacturing Technology (ManTech) Center of Excellence located at The Pennsylvania State University's Applied Research Laboratory in State College, Pennsylvania. Formally established in 1995, the institute is comprised of five technical thrust areas:

Mechanical Drive Transmission Technologies

Materials Processing Technologies

Laser Processing Technologies

Advanced Composites Technologies

Manufacturing Systems

Repair Technology

iMAST provides a focal point for the development and transfer of new manufacturing processes and equipment in a cooperative environment with industry, academia, other Navy acquisition, and in-service use. The Institute leverages the resources of The Pennsylvania State University to develop technology and business practices that enhance the industrial sector's ability to address advanced weapon systems issues and challenges for the Department of Defense. Sponsored under Navy contract N00039-97-0042, iMAST provides manufacturing technology support to the systems commands of the U.S. Navy and Marine Corps.

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iMAST

Applied Research Laboratory
Institute for Manufacturing and
Sustainment Technologies

iMAST TECHNICAL THRUST AREAS

Mechanical Drive Transmission Technologies

Technology Leader: Dr. Maurice Amateau

Mission



To assist in the enhancement, revitalization, and resurgence of the transmission industrial-base sector of the United States. This assistance is necessary for several reasons. It is essential that this particular industrial base remains viable, competitive, and robust in order to effectively address U.S. Navy, Marine Corps, and DoD modernization and surge requirements. Further, this industrial sector is critical to the national transportation infrastructure and, therefore, needs to remain responsive and competitive to address national interests. In order to achieve the stated objectives, iMAST needs to be recognized as a national resource. Since it is the industrial sector that supplies the DoD with mechanical drive transmission components and systems, it is essential that this recognition be derived from both industry and government sectors alike. The broad technological objectives driving the research and development agenda of iMAST are noted by the following stated DoD goals:

- Reduce transmission weight by at least 25 percent
- Reduce vibration and noise by at least 10 dB
- Increase MTBR (mean-time-between-removals) by 20 percent
- Reduce procurement and operating costs (affordability)

Continued influx of industrial, dual-use sponsored research has been a prominent feature of the Drivetrain Technology Center during this current year. Featured among them has been the program to qualify ausform finishing for aerospace gears sponsored by Boeing Mesa, with partial support from the ONR DUS&T program and a variety of smaller projects from industrial organizations such as New Venture Gear, John Deere, Genesis Corporation, and Harley Davidson. Also active have been evaluation programs for new materials for gear applications including powder metal alloys and high-hot-hardness steels.

These projects are the direct result of establishing one of the most comprehensive testing and evaluation facilities in the nation for gears and gear materials at the Drivetrain Technology Center, together with a state of the art gear metrology facility. This metrology laboratory includes a one of a kind M&M OP 9000 CNC (Computer Numeric Control) Gear Measuring Machine with two measuring stations. One station is based on a conventional touch probe and the other is based on the optical gear tooth measuring system, being developed at the Applied Research Laboratory.

The mechanical drive systems transmission thrust areas include the following:

- Develop advanced manufacturing processes and equipment
- Improve current manufacturing techniques
- Evaluate advanced hot-hardness steels for improved performance
- Characterize impact of materials and related processing on component strength and durability
- Characterize impact of component accuracy on performance
- Develop improved metrology equipment and techniques for enhanced component accuracy
- Analysis of drive systems designs for improved performance

Unique Capability

Drive System Component Materials Testing is an essential requirement to validate process qualification in support of high-performance transmission technology. Rolling Contact Fatigue (RCF) testers for simulating gear tooth contact, Single Tooth Fatigue (STF) testers for evaluating bending fatigue, and Power Circulating (PC) testers for contact fatigue testing on gears are essential equipment. ARL Penn State has one of the most comprehensive and unique collections of transmission testing equipment in the United States. Both RCF and STF testing can be conducted at temperatures of up to 400°F. Variable PC testing under load can be conducted from as low as 900 rpm to as high as 10,000 rpm at up to 1,400 hp.



Performance Testing of Ausform Finished Gears

The objective of this project is to evaluate the surface durability and strength of ausform finished gears as compared to conventionally processed gears. Program tasks include developing the tooling and process parameters to ausform finish the 48 teeth, 6" PD test gears. The second phase of the program involves developing specialized tooling and processing techniques to enable ausform finishing of the root/fillet regions of the gear teeth, in addition to the tooth flanks. Pitting and bending fatigue as well as scoring resistance of test gears will be evaluated to establish the performance enhancement of ausform finished gears as compared to ground gears. The project will establish the quantitative design information that will facilitate implementation of the process for high performance drive train applications. The project is applicable to transmission components used in air, surface, undersea and ground combat weapon systems, and Boeing Mesa is actively participating in the program with cash and in-kind support.

Experiments to optimize the rolling die tooth profile for ausform finishing were conducted during the year and after five iterations a final die tooth grind is currently in process. These experiments have clearly shown that achieving tooth accuracy for aerospace gears (AGMA Class 12 and better) will be significantly aided by the development of a process model. These verified analytical process models will enable the definition of die tooth geometry, required to achieve that level of gear accuracy, with a minimal number of iterations. The effort of developing process models for ausform finishing forms a significant part of the Boeing Mesa/ONR sponsored DUS&T program, currently underway. Fatigue testing of base line gears and design of rolling dies for root rolling development have been accomplished, as a part of this effort, in the last year.

Project Leader: Dr. Nagesh Sonti

Ausform Finishing of Bearing Races

The objective of this project is to evaluate advanced surface enhancement techniques including ausform finishing in conjunction with multilayered coatings to enhance surface durability, wear and corrosion resistance, and thereby, the mean-time-before-overhaul of transmission bearings. Enhanced surface strength due to ausforming has the potential to substantially improve the power density of transmission bearings. The project will develop the tooling and processing techniques for bearing raceways, and involve comprehensive bearing testing to establish the comparative performance of surface enhanced bearings. The project is structured with substantial in-kind contribution from Rexnord in terms of specimen manufacture and bearing endurance testing. Project supports multi services and multi weapon systems, and the demonstration component is a cylindrical roller bearing from AAV main transmission.

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Project Leader: Dr. Nagesh Sonti



Unique Capability

Ausform Finishing is the process of heating a case-hardened steel specimen to a red-hot temperature, quenching it to a working temperature, followed by rolling it to maximize strength and geometry. ARL Penn State possesses the world's only production-capable double-die ausform finishing machine.

Non-Contact Workpiece Positioning System

The ultimate objective of this project is to reduce costs and lead-time in the machining of large precision drive train components such as transmission housings. The approach being pursued, under this program structure, is to eliminate the use of physical surfaces on the component as datum. The use of physical surfaces as datum during machining is a methodology that has remained unchanged since the dawn of machining and is susceptible to creating inaccurate parts due to variety of reasons. Some of these reasons are inaccuracies in the datum surfaces themselves, ingress of chips, burrs and dirt between matching datum surfaces, etc. In spite of a significant amount of care being currently exercised in the manufacture of such components, to overcome these problems, high scrap rates are not uncommon. Further, the use of physical datum surfaces for precision machining requires the design, manufacture, storage and retrieval of very expensive, part specific work holding tooling. All the drawbacks of this methodology, listed, results in excessive costs in the manufacture of these components and very long production lead times.

The solution being explored is to develop the methodology of defining a "VIRTUAL" datum on the part before machining and the methodology to identify this datum on the machine tool before initiating the machining part program. This would enable the part program to be exercised for where the part is, on the machine, thus resulting in a more accurate part in less time.

This methodology, utilizing a laser-triangulation probe has been developed on a 5-axes machining center and shown to be capable of machining the 3 primary bores of SH-60 main transmission input housing in about half the time while maintaining the specified part print accuracy between the bores. This system was demonstrated to Sikorsky Aircraft and Navy personnel on the 5-axes Machining Center at ARL's Garfield Thomas Water Tunnel machine shop. Based on the successful demonstration Sikorsky Aircraft is planning an installation at its Stratford facility and is evaluating various alternate schedules, based on their shop load, to implement the Non-Contact Workpiece Positioning System. Once the time frame is selected an "industrially hardened" system will be installed on a select machine tool at Sikorsky Aircraft.

Project Leader: Dr. Suren Rao

In-Situ Gear Error Measurement

At the request of the Naval Sea Systems Command, the development of a method of measurement and associated signal processing for precision determination of the amplitudes of gear tooth undulation errors was completed and programmed on a digital computer. The method was tested and successfully used for in-situ measurement of undulation-error peak-to-peak amplitudes in the range of 0.01 to 0.30 microns (meters $\times 10^6$). Also, a method for computing the "influence functions" of gear tooth elastic deformations on lines of tooth contact, including accurate computation of the local contact (Hertzian) component of deformations, was completed and successfully implemented on a pair of helical gears.

Project Leader: Dr. William D. Mark



Unique Capability

A Navy Metrology Laboratory located at ARL Penn State provides the U.S. Navy with a neutral or "honest broker" testing site for verifying measurement accuracies related to gear specifications. This capability is fundamental and basic for the advancement of mechanical drive transmission manufacturing science and technology. The laboratory provides the Navy with an on-call 48-hour resident resource for addressing gear metrology technical issues related to naval weapon systems platforms.

Accelerated Capabilities Initiative: Machinery Diagnostics and Prognostics

(Non-ManTech)

A team of iMAST engineers continue to address condition-based maintenance (CBM) capabilities related to producing a CBM capability demonstration on a Navy weapon systems platform. The team continues to develop a new hybrid modular smart device for monitoring the condition of complex mechanical equipment. The team has been given access to unique test facilities and domain expertise provided by NSWC Philadelphia and NCCOSC San Diego. The Ben Franklin Technology Center of Southeastern Pennsylvania continues to support the technology transfer effort to industry.

Project Leader: Carl Byington

Unique Capability

Gear Performance Prediction indicates transmission error of meshing gear pairs by identifying vibratory excitation caused by gear tooth geometry imperfections and elastic deformation. ARL Penn State has developed a method to rigorously predict from first principles the transmission error contributions from detailed generic descriptions of gear tooth geometric imperfections (measured by dedicated gear metrology equipment).

Technologies for Gear Performance Prediction Using Precision Optical Measurement

(Non-ManTech: A NIST Advanced Technology Program Project)

M&M Precision Systems Corporation of Dayton, Ohio and the Drivetrain Technology Center proposed and were awarded a technology project to rapidly measure and quantitatively relate gear-tooth errors to gear performance, thereby providing to gear manufacturers and builders of gear manufacturing equipment the capability to focus on controlling those error patterns on gear teeth that are significant sources of vibration, noise, and other imperfections in the functioning of meshing gear pairs. A high-speed optical sensor capable of obtaining topographical measurements of manufacturing error patterns on gear teeth will be developed as part of this project.

A NIST ATP program was awarded to M&M Precision Systems Corporation, manufacturer of precision CMM touch probes. ARL is subcontractor to M&M for both the noncontact optical sensing system as well as gear performance prediction capabilities based on the optical measurements. The M&M program involves enhancement of gear optical inspection calibration techniques to provide absolute measurement capabilities.

Project Leaders: Dr. William D. Mark and Dr. Karl Reichard

Process Development of Advanced Gear Steels for High-Performance Transmission Application

(Non-ManTech)

This project continues to evaluate the durability, fatigue strength, and scoring resistance of selected advanced gear steels for air vehicle and turbine engine applications. The project tasks include heat treatment and manufacturing process optimization; manufacture of precision gear test specimens; dimensional and metallurgical test specimen inspection before-and-after testing; single tooth bending fatigue testing, rotating surface fatigue testing, scoring resistance testing; and the establishment of a comprehensive advanced gear steel data base for use by design engineers. The project is funded by an advanced materials coalition of ten industrial members including Allison Engine Company, Allvac (An Allegheny Teledyne Company), Arrow Gear Company, Bell Helicopter Textron, Boeing Helicopters, Boeing Precision Gears Incorporated, Carpenter Technology Corporation, Latrobe Steel Company, Sikorsky Aircraft Corporation, and The Purdy Corporation.

This program will develop affordable improved fatigue- and scoring-resistant materials for high-performance drive system components including gears, bearings, and shafts. Reliable materials manufacturing processing data will be established, as well as fatigue and scoring resistance data which is required by design engineers



for improving power density, reliability, and life-cycle-cost drive systems. Concurrent investigation of four advance steels was conducted throughout the year and will continue into fiscal year 2000.

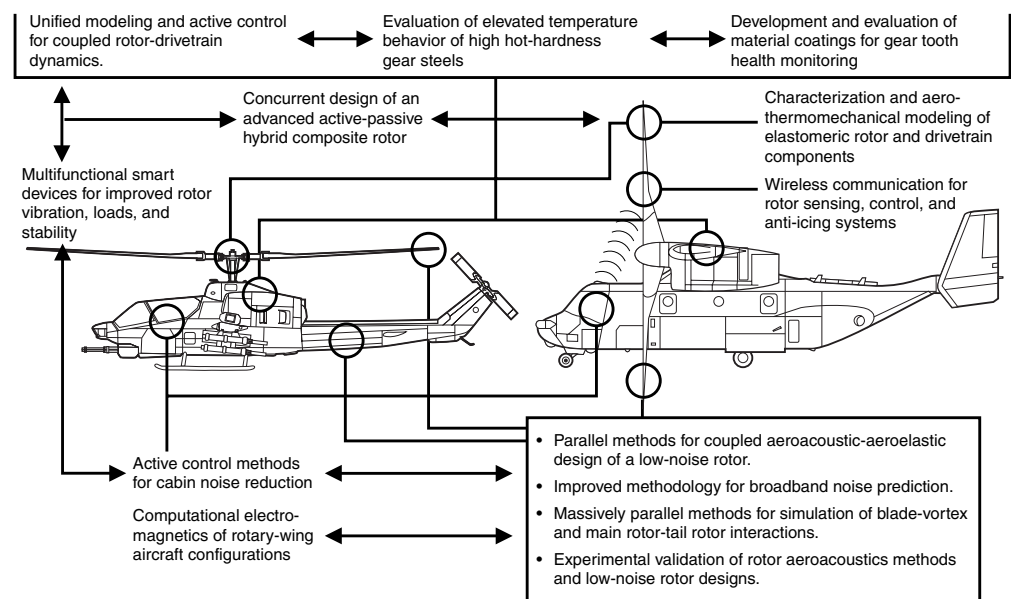
Project Leader: Al Lemanski

Penn State Rotorcraft Center of Excellence

(Non-ManTech)

iMAST continues to play a supporting role with Penn State's Rotorcraft Center of Excellence. The center of excellence is one of three centers in the country that conduct long-term basic and applied research in rotorcraft technology. Projects related to iMAST's mechanical drive transmission technologies include, evaluation of elevated temperature behavior of high hot-hardness gear steels, unified modeling and active control methods for coupled rotor mechanical drive system dynamics, and development and evaluation of material coatings for gear tooth health monitoring.

Project Leader: Al Lemanski



Gear Research Institute

Co-located with the Drivetrain Technology Center at Penn State, the Gear Research Institute provides additional expertise relative to mechanical drive transmission efforts ongoing at the Applied Research Laboratory. Although not affiliated with the Navy ManTech Program, the Gear Research Institute, which is sponsored by industry, provides a conduit for Navy ManTech since partnering with industry is an essential element of the program.



A not-for-profit corporation, the Gear Research Institute is organized to provide and supplement gear-related technology requirements by conducting research and development, consulting, analysis and testing. The Institute is a leading proponent of Cooperative Pre-Competitive Research. When requested, however, it also serves individual companies. Since its inception in 1982, the Gear Research Institute has conducted technology programs in the following areas:

- Austempered Ductile Iron
- High-Hot-Hardness Gear Steels
- Utilization of Boron Toughened Steels
- Technology Surveys
- Durability Testing of Gears
- Effect of Lubricant on Durability
- Induction Hardening of Gears
- Effect of Surface Finish on Durability
- Heat Treat Distortion
- Finite Element Modeling

Over the last two decades extensive research and test data has been accumulated and published in a large number of reports to the sponsors. The Gear Research Institute has all its research and other related activities conducted at Penn State's Applied Research Laboratory.

Test Facility

The Gear Research Institute is equipped with state-of-the-art test capabilities. These include Rolling Contact Fatigue (RCF) testers for low and high temperature roller testing, Power Circulating (PC) gear testers for parallel axis gears with a 4-inch center distance (testers can be modified to accommodate other center distances), Single Tooth Fatigue (STF) testers for spur and helical gears, Single Tooth Impact tester, and worm gear testers with 1.75- and 4-inch center distances. Extensive metallurgical characterization facilities are also available at Penn State, in support of the Gear Research Institute.

Current Sponsors

The activities currently underway are under the sponsorship of three research blocs. The sponsorship of each bloc is the following:

Aerospace Research Bloc

Boeing Helicopters	Rolls Royce
Pratt & Whitney	Honeywell
Fiat Avio	Purdy Corporation
REM Chemicals	

Vehicle/Industry Research Bloc

Dana Corporation	General Motors
Eaton Corporation	New Venture Gear
REM Chemicals	

Induction Hardening Group

Allison Transmissions	Contour Hardening	Caterpillar
Eaton Corporation	Deere & Company	
Mack Trucks	Harley-Davidson	

Efforts are currently underway to establish a bloc focused on evaluating hard coating systems for power transmission applications.

Trustees and Committees

The Gear Research Institute is governed by a tripartite Board of Trustees representing the membership of the Institute, the American Society of Mechanical Engineers (ASME), and the American Gear Manufacturers Association (AGMA). For the research effort, each Research Bloc creates its own Steering Committee whose responsibility is to select and guide programs within their respective bloc.

POC: Dr. Suren Rao

Materials Processing Technologies

Technology Leader: Dr. Maurice Amateau

Mission



To perform applied research, development and engineering on materials and materials processing in support of the manufacturing requirements of the Department of Defense and the domestic industrial base. To satisfy these requirements, ARL Penn State provides capabilities in advanced metals and ceramics development, materials processing, and surface technologies along with capabilities in polymer matrix composites. Our focus is to act as a leader in the field of materials science by providing innovative solutions to the material technical challenges of today and tomorrow. Our goal is to minimize the acquisition and life cycle costs of DoD weapons and support systems.

The Materials Processing Division had five ManTech projects on-going during the fiscal year showing the wide technical base, knowledge, and vast expertise of division personnel. The objective of each program is to provide a complete material solution. On all programs the root cause of the problem or final component properties are determined. A solution is then identified and a technical program developed for implementation to realize the objectives. In programs such as the Joint Strike Fighter and the AAV, where new technology or materials were involved, all aspects of the program starting with material selection, followed by processing, testing, and final fabrication of the components were either performed or directed by members of the division. Components are then delivered to the sponsor for evaluation.

The EB-PVD facility produced over 80 successful runs, depositing a number of new coatings, all tailored to Navy needs. Among these was a thermal barrier coating with a markedly improved thermal insulation property, making it very attractive for turbine blade application. This improved thermal insulation was achieved by an innovative application of the EB-PVD process which was used to control the porosity of the coating. In tool coating applications of EB-PVD, the deposition of titanium boro-carbo-nitride has been demonstrated. This very hard coating has the potential of increasing machine tool wear life by an order of magnitude. In addition, the potential for EB-PVD fabrication of rhenium parts has been demonstrated by depositing rhenium on a molybdenum mandrel, which can then be chemically removed, leaving a freestanding, thin-walled rhenium tube.

The materials processing thrust is organized into two departments and two groups:

- Departments
 - Metals and Ceramic Processing
 - Advanced Coatings
- Groups
 - Nanomaterials
 - Wear- and Corrosion-Resistant Systems

Unique Capability



Spray Metal Forming is a rapid solidification process that can significantly enhance the properties and microstructures of engineering alloys and can also create new alloy compositions not possible using conventional processes. The process begins with the atomization of a metal stream with inert gas. The stream, collected onto a plate or mandrel, is sufficiently void free and can be used in the as-sprayed condition or further processed by forging, extrusion, or rolling. The ARL Penn State spray metal forming plant is a multi-use pilot plant that can spray both ferrous and non-ferrous alloys. The plant has the capability to spray form materials into billets, sheets, and tubes. It is the only plant in North America dedicated to the development and optimization of high-temperature and high-strength aluminum alloys

Spray-Formed Aluminum Alloys in Support of Joint Strike Fighter (JSF)

This project is validating spray-formed high-temperature alloys and optimizing component manufacturing processes for fan stators in the JSF engine. Using the unique capabilities of the spray forming equipment resident at ARL Penn State, this project is integrated with the JSF engine design and verification efforts of Pratt & Whitney and is being monitored by the Materials Division of the Naval Air Warfare Center, Patuxent River.

Project Leaders: Dr. Maurice Amateau and Dr. Timothy Eden

Titanium High-Rate Machining of Titanium

Current manufacturing methods require that the compressor section of the Tomahawk F107 engine be milled from a forging of solid titanium alloy. Due to the reactivity of titanium and its relative difficulty to machine, a single cutting tool (ball end mill) can not be used to fabricate a complete compressor section. The ball mills must be changed frequently which increases the manufacturing cost of component and adversely affects the machining tolerances.

This project is applying a novel consolidation technology to manufacture prototype machine tools using nanocrystalline powder. Fully dense, nanograined cemented carbide cutting tools have been fabricated. The developed materials are much superior in hardness and fracture toughness in comparison with conventional fine grained cemented carbides. Machining results have shown that the prototype nanograined cutting tools (inserts for lathe turning and ball end mills for milling operations) have up to 40 times the longevity of conventional cutting tools in machining titanium alloys (Ti-6Al-4V and Ti-17).

Project Leader: Dr. Maurice Amateau

Unique Capability

Micro- and nanofabrication manufacturing technologies comprise the set of base technologies essential to the manufacture of micro- and nanoscaled electronic integrated circuits. These technologies include materials deposition, materials etching, and materials modification. ARL Penn State has unique access to state-of-the-art nanofabrication facilities. These facilities are located in Penn State's Research Park and contain over 3,600 square feet of class-1,000 clean rooms and 1,400 square feet of class-100 and class-10 clean rooms. These clean rooms contain the latest equipment for electron beam lithography, low-pressure chemical vapor deposition (CVD), plasma-enhanced CVD sputtering deposition, plasma and reactive ion etching and rapid thermal annealing tools. This facility can duplicate production environments for the manufacture of microcircuitry, flat panel displays and microelectromechanical devices (MEMs).

Unique Capability

Nanograined materials technology deals with material particles below .5 microns. Taking advantage of recent advancements in nanograined powder production, ARL Penn State has focused its efforts on the consolidation of these nanograined powders into fully densified preforms (cutting tool blanks and inserts). The consolidation of the powders has been accomplished by a combination of microwave sintering and vacuum hot-pressing. The results are fully densified nanograined preforms fabricated into cutting tools used to mill titanium alloys.

Advanced Manufacturing Processes for Advanced Amphibious Assault Vehicle (AAAV) Roadwheels

This project is evaluating manufacturing technologies to provide component weight savings and improve maintainability on the roadwheel system of the AAAV.

High-Velocity Particle Consolidation (HVPC) will be evaluated as a coating process for the AAAV roadwheels. Using HVPC as a means to put down a sacrificial wear coating on the roadwheel has the potential of providing an additional 415 pounds in combined weight savings when compared to the current steel wear ring.

Project Leaders: Dr. Maurice Amateau and Dr. Tim Eden



AAV Appliqué Armor

This project is to identify the corrosion mechanisms for the appliqué armor, develop methods to mitigate corrosion on armor currently in use, and to suggest improvements in the manufacturing process to make the armor more corrosion resistant. The coating on the armor provides good corrosion protection until it is damaged. Once damaged, however, the corrosion quickly starts and reduces the capability of the armor.

Several corroded armor plates were inspected to identify the corrosion mechanism. Several samples were coated with different paint systems and also with aluminum, zinc, and zinc/aluminum. The coatings were applied with High-Velocity Particle Consolidation and thermal spray. Alternate immersion testing showed that the metal coatings offered the greatest corrosion protection. These coatings also provide a coating that is more resistant to impact and abrasion damage. Test coatings have been applied to panels that are currently undergoing evaluation on deployed platforms.

Project Leader: Dr. Tim Eden

Unique Capability

High-Velocity Particle Consolidation (HVPC) is a coating technology that originated in the former Soviet Union. This technology has been transitioned to the U.S. domestic industrial base. The technology is based on the supersonic acceleration of coating particles, which imbed themselves into a substrate, causing a coating to build based on friction welding. The process operates below the melting threshold of both the particles and the substrate, thus there is a good bond strength between coating and substrate, with no substrate melting or recrystallization. Benefits include allowance for the alloying of coatings, high productivity and high deposition rate, deposition efficiencies up to 80 percent, and production of free-standing structures for rapid prototyping. The R&D facilities that support this technology are unique in that they provide the capability to lay down coatings as thin as 0.0005 inches to as thick as several inches. ARL Penn State has full rights to the coating process.



F/A-18 F404 Fretting and Low-Cycle Fatigue Amelioration

This project is evaluating fretting and low-cycle fatigue that adversely affects the compressor and fan sections of the F404 engine. The current configuration of the titanium fan blade and the titanium fan disk provides for a copper-nickel-indium coating on the blade root. This coating fails, causing the titanium to titanium wear, a process that leads to fretting and low-cycle fatigue. If not discovered in time, this wear can lead to catastrophic failure of the compressor section.

The project is evaluating the failure mechanisms of fretting and low-cycle fatigue and duplicating them in a laboratory environment. After establishing the baseline failure configuration, an optimum coating and/or coating process will be developed and implemented, and will eliminate/minimize fretting and low-cycle fatigue and the blade-disk interface. This optimum coating and/or coating process will be evaluated both in the laboratory and in actual fleet testing.

A capability supporting this project effort is adverse wear amelioration through advanced coatings designs and/or coating processes. By integrating capabilities resident throughout Penn State, considerable expertise can be focused on addressing the testing and evaluation of coatings and coating processes.

Project Leader: Dr. Joseph Conway

High Energy Processing

The High Energy Processing thrust is a leading research and development activity focused on electron beam-physical vapor deposition (EB-PVD) and laser materials processing. Facilities include a world-class laser applications laboratory as well as a unique EB-PVD machine, capable of depositing a variety of industrial-quality coatings at rates up to 15 kilograms per hour.

Unique Capability

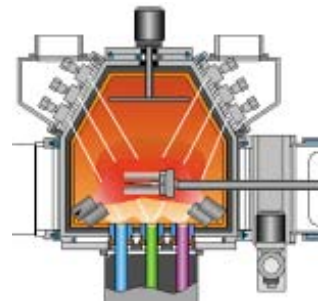
Electron Beam-Physical Vapor Deposition (EB-PVD) offers many desirable characteristics, such as relatively high deposition rates (100–150 micron/minute with an evaporation rate of 10–15 Kg/hr, dense coatings), precise composition control, columnar and polycrystalline, low contaminate, and high thermal efficiency. ARL Penn State has three EB-PVD research units, including a pilot plant coating facility.

Tool Coating

Several major accomplishments have been achieved within the past year in the development of hard carbide and boride coatings synthesized by ion beam assisted, electron beam physical vapor deposition (IBA, EB-PVD). The hardness of titanium carbide (TiC) coatings produced by reactive IBA, EB-PVD was increased up to 3500 VHN. This 15 % hardness improvement is largely attributed to the addition of an ion beam which was used to densify and texture the coating microstructure. TiC coating is commonly used as the bond coat for a subsequent TiB₂ coating on WC-Co cutting inserts. TiB₂ cannot be directly deposited on to the inserts as it reacts forming an unstable compound. In addition, the adhesion of various coatings deposited by IBA, EB-PVD has been increased from ~5–10 N to over 50 N; the average adhesion value for most PVD coatings is approximately 40 N. Applying multilayered coatings of TiC/TiB₂ and Cr₃C₂/TiB₂ can further increase hardness of the coatings. Also, titanium carbide was successfully deposited by the co-evaporation of titanium and carbon through a molten slug of tungsten. Lastly, significant progress has been made in the formation of a super hard, metastable TiBCN coating by the co-evaporation of three ingots: titanium, carbon through molten tungsten, and TiB₂ and simultaneously bombarding the surface with a mixture of ionized nitrogen and argon gas.

The adhesion of the TiBCN coating is >50N and has the hardness equal to a soft diamond-like coating. An integral part of this project is transferring this technology to at least one tool company-at no cost to the project. Coated samples are being evaluated by Portsmouth Naval Shipyard (the sponsor) and interested leading tool manufactures (Valenite Co., Richter Precision Inc., and Kennametal Inc.).

Project Leader: Dr. Jogender Singh



Laser Processing Technologies

Technology Leader: Dr. Rich Martukanitz

Mission



To develop new manufacturing processes which capitalize on the unique features of high energy processing technologies and to transfer them to both Navy and industrial centers to immediately benefit the Navy's evolving requirements for fleet readiness at the lowest possible life-cycle cost.

The research conducted is broad in scope, ranging from applied process and materials development through systems integration and technology transfer. Many programs began as feasibility studies or demonstrations and then successfully evolve into programs for implementing the technology.

Laser processing activities included a number of major milestones during the fiscal year. A prototype for a hand-held semi-automatic laser paint stripper was demonstrated. Rhenium processing was also pursued in the laser area, with the demonstration of clean, crack-free cutting of slab rhenium. Laser technology transfer was highly successful during this fiscal year, both with the establishment of a facility for the laser repair of aluminum torpedo parts at Naval Underwater Warfare Center, Keyport, Washington and with the arrival of the prototype propulsor laser welding robot at ARL for checkout; the full robot will be installed at Norfolk Naval Shipyard Foundry and Propeller Center at Philadelphia. The laser facility at ARL was also extended to include ultraviolet laser light, with the bringing on-line of a 200-watt excimer laser, (originally acquired at no cost from a completed Air Force project).

Torpedo Repair

Two programs, Repair and Refurbishment of Fatigue Limited Structures and Surface Removal by Fiber-Optically Delivered Lasers, were combined to form the Torpedo Repair program. Torpedoes are routinely fired in an exercise configuration to train sailors and to test the effectiveness of the system. After exercise firing, the torpedo is retrieved, refueled, and returned to service. However, as a result of this testing, the components in the system are often damaged due to operation, handling, and immersion in a seawater environment. These damaged components must be repaired or refurbished in order to maintain the high performance capabilities of the torpedo system. The repair methods currently used for the components have limitations, including the fact that the repairs are non-structural and frequently need to be reapplied at each repair cycle. As part of the repair process, the paint and anodized coating applied to the aluminum component must be removed.

Laser cladding was demonstrated as a method for providing a permanent structural repair on a number of aluminum alloys, including alloys generally considered unweldable by conventional methods. After the initial demonstration, specimens representing observed defects were repaired and tested, the results showing excellent bonding, a small heat affected zone, and adequate mechanical properties. The process was transferred during the course of the project to the Naval Undersea Warfare Center (NUWC) - Keyport Division. After the laser and workcell were operational, personnel at NUWC-Keyport began to develop the laser cladding process on-site, quickly demonstrating satisfactory laser clads on aluminum. Metallurgical analysis samples produced at Keyport were evaluated at ARL-Penn State to determine the quality of the clads and to provide suggestions for process improvements. After the process at Keyport had been optimized, repairs on actual components were initiated. To date a large number of components, many of which had been destined for scrap, have been repaired, successfully tested, and returned to fleet use. To date over \$700K worth of assets have been removed from scrap and returned to service. Additional work will continue at ARL to improve the laser cladding process and to perform testing to aid in qualification of the process to meet Navy requirements.

Laser based coating removal offers advantages over the current repair process and is an excellent complement to the laser cladding process. Hard, damage-resistant coatings are used to protect the aluminum surface

from the corrosive action of seawater. If damage occurs to the component, the current repair process removes all of the paint and anodized coating on component. After the repairs to the aluminum are made, the component is re-anodized and re-painted. There are two problems with those processes. The removal of the anodized coating is performed by chemical means and a small amount of aluminum is lost from the surface of the component. In addition, the anodize process converts some of the aluminum from the component into the coating, resulting in loss of material during each cycle. The powder epoxy paint system, used to protect the outer surface, employs a high temperature oven to attach and cure the coating. The curing temperature for the paint is within the region of aging temperatures for aluminum alloys. Each heating cycle thereby reduces the mechanical properties of the alloy. Use of laser based coating removal allows for the local removal of both the powder epoxy paint and anodize coating without damaging the surface of the material. A system will soon be in place at NUWC-Keyport to perform coatings removal. ARL will aid in setup of the system and will transfer the developed technology for use on torpedo components. ARL will perform additional testing and process improvements to aid in qualification of the process.

An additional phase is also planned to develop a method to locally apply and cure the paint over the repaired area. The anodized coating can be selectively applied over an area, but a method for selective powder epoxy paint application has yet to be developed. It is hoped that a method for localized curing can be developed using a laser. Development of such a method would allow for a full integrated process to make permanent structural repairs on torpedo components and provide a method to protect the components from additional damage.

Project Leaders: Ken Meinert and Ted Reutzel.

Unique Capability

Laser-Aided Processing of Materials offers leading-edge advancements in precision high-speed or deep penetration welding operations with low cladding, cutting, drilling, heat-treatment, glazing, and free-forming component distortion. ARL Penn State has one of the country's largest high-power laser applications development programs in support of industry and the Department of Defense.

Laser Cladding as an Alternative to Chromium Plating for Ground Combat Vehicles

Recent environmental regulations have reduced the use of chromium electroplating. The Marine Corps commonly uses chromium electroplating for wear, corrosion, and dimensional restoration on a wide variety of components including ground combat and combat service support vehicles, as well as aircraft parts. Alternative coating materials and methods must be identified or developed to replace chromium electroplating. Replacement technologies must be cost-effective and meet demanding performance requirements imposed by challenging operational conditions. Further, replacement of chromium electroplating provides an opportunity for the Marine Corps to identify repair processes that actually expand the number of repairable parts. For example, laser cladding, which can deposit material much thicker than chromium plating, can be used to repair components that have dimensional restoration limit requirements.

The investigation of alternative technologies to chromium plating has been taking place in industry. Most notable is the use of laser cladding as a chromium plate replacement by heavy vehicle original equipment manufacturers. Components such as shafts and struts have been successfully repaired using laser-cladding techniques. This technique is now an industry-approved repair process/method. The primary focus of this program is suspension and drive train components found in the Marine Corps' LAV and AAV-type vehicles. The program is also applicable to heavy combat service support trucks. Components used in Marine Corps vehicles often differ in composition from similar commercial or Army variants due to unique high-stress corrosive operating environments. The adaptation of laser cladding technology to Marine Corps vehicles will provide a cost-effective chromium plate alternative that provides the potential to increase the number of refurbishable components.

The program has developed a laser-clad repair for the propulsion shafts on the AAV. The shaft drives the water pump that propels the vehicle during its amphibious mode. iMAST identified a suitable repair material,



developed the laser deposition process, established a post-clad heat treatment schedule, and provided vendor-supplied quotations for production work. Two shafts were repaired at iMAST and delivered to MCLB Albany. The shafts were inspected and found to be free of defects. The parts are now scheduled for field testing during FY 2001.

Project Leader: Eric Whitney

Laser Processing of Nickel Aluminum Bronze

The goal of this project is to decrease the fabrication, repair, and refurbishment costs of nickel aluminum bronze (NAB) components and improve performance through laser materials processing technology. Laser materials processing of NAB offer many advantages over conventional processing technologies. Laser welding and cladding are low heat input processes when compared to arc-welding processes. Low heat input leads to reduced distortion, thereby meeting stringent tolerance requirement and reducing post-weld machining requirements. High material deposition rates can be achieved through laser processing, allowing for reductions in processing time. The performance of laser deposited NAB (both laser clad and laser welded) has been shown to equal or exceed that of conventionally arc-welded material.

This processing technology is being implemented at Norfolk Naval Shipyard's Naval Foundry and Propeller Center through the recent development, integration, and procurement of a robot Nd:YAG laser welding system. Process development for laser beam welding of marine components has been utilized to drive the design of this system. The robotic welding system, scheduled for delivery in the first quarter of 2000, will represent the most advanced Nd:YAG laser welding system to date.

Project Leader: Ken Meinert

Nd:YAG Laser Repair of Aircraft Carrier Catapult Trough Covers Track Wear Surface

Catapult trough covers on aircraft carriers require substantial refurbishment due to the severe operating environment typically encountered. There are four catapults/carrier, with approximately 100 trough covers per catapult. The channel shaped area of the trough covers provides a rolling/bearing surface for the launch shuttle to roll as it accelerates the aircraft from zero to 160 mph in three seconds. The base material of the channel is a high yield carbon steel (HY-100) and operates in a harsh environment of mixed salt water spray and air at elevated temperatures. This combination causes corrosion products to form on the wear surfaces which act as an abrasive causing accelerated wear of the wheel and track surfaces. When the track surfaces wear beyond tolerances (.050 inches), they are replaced with new trough covers. The worn trough covers are unable to be weld-repaired by existing welding processes due to excessive distortion caused by the welding. On the other hand, the low heat input of laser processing enables the channels to be resurfaced with clad metal. New cost is approximately \$25K/trough cover, but laser cladding can be done for less than \$10K per cover. It is estimated that 400 covers per year will need repaired during the course of several more years. Laser cladding can generate a savings of approximately \$6M per year.

This ManTech program will expand the application of Navy developed Nd:YAG laser weld repair technology to the repair of worn surfaces with a superior, longer lasting corrosion and wear resistant material and transition this program onto the production floor. Present estimates of laser repair are less than 50% of replacement costs. Laser welding repair of trough covers is a feasible solution previously demonstrated with CO₂ laser technology. The purpose of this project is to demonstrate that the Nd:YAG laser with a fiberoptically delivered laser beam can successfully deposit Inconel 625 clad material onto the worn channel surfaces of the catapult trough covers to extend their service life in accordance with the approved NAWC/NAVAIR acceptance standards. This will require the modification of existing equipment to handle the linear motion and geometry of the trough covers. Parameter and procedure development, NAWC and NAVAIR approvals along with component testing will be part of this program. Also hardening the equipment for reliability/repeatability, as required for transition into production, will be addressed. The repairs will be coordinated with the cognizant technical authority (NAWC) and the potential customer (NAVAIR).

Project Leader: Paul Blomquist

Advanced Composites Technologies

Technology Leader: Dr. Kevin Koudela

Mission

To conduct applied research on advanced materials and structures for marine applications with emphasis on acoustics, reliability, affordability, and technology transfer. The benefits of advanced composites include weight savings of 25–50% over conventional materials, acoustic signature reduction, and corrosion resistance.

Challenges

The challenge of composites is that it must address traditional design requirements relative to strength/stiffness as well as hydrodynamic and acoustics. Additionally, it must also address unique requirements pertaining to environmental effects, fatigue and impact, attachments/joints, and manufacturability and inspectability.

Advanced SEAL Delivery System

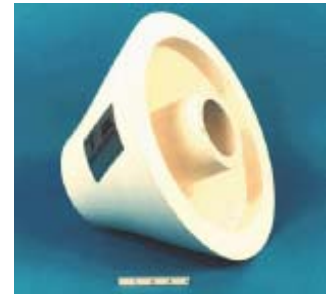
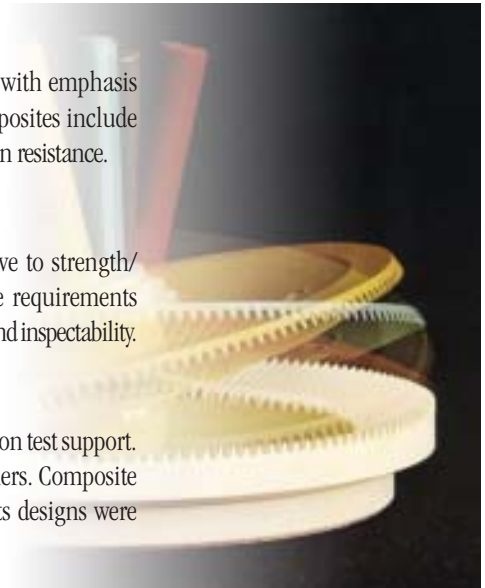
This project is providing materials and process engineering support to include design certification test support. During the fiscal year new composite material was identified for the nose and aft shell stiffeners. Composite material systems were qualified on hull number one. C-bar and J-bar attachments brackets designs were qualified via supplemental tests.

Project Leader: Eric Strauch

Unique Capability

Marine Composites offer the potential for significant weight reductions, a decrease in life-cycle costs, and signature reductions. ARL Penn State has a complete composite design, prototype fabrication and testing facilities in-house as well as an extensive network of proven subcontractors. Capabilities include acoustically tailored composite structures, processing and characterization of thick section composites, low-cost fabrication techniques, and life qualification for composites.

Current efforts within the Advanced Composites division relative to Navy and Marine Corps issues include: naval platform programs, torpedo programs, acoustic control, advanced material life prediction, and protective coatings.



Manufacturing Systems

Technology Leader: Dr. Mark T. Traband

Mission

To perform research, advanced development, and implementation in manufacturing systems, through the integration of information technology and product and process design. Historically, the development of manufacturing systems has been decoupled from the process of design. A major focus of current research is therefore in developing methodologies to automate and/or more tightly integrate the design process, cost estimating, and manufacturing system design. Virtual prototyping of component and manufacturing system designs enables engineers to explore a much larger set of design options, resulting in more robust designs, with shortened leadtimes, and reduced lifecycle cost.

Unique Capability

Simulation-Based Design (SBD) is the process of rapidly exploring a design space to evaluate the cost, performance, and design characteristics of multiple alternatives in the form of virtual system and process prototypes. It relies on an object-based information model-controlled software architecture to integrate heterogeneous, geographically distributed computer systems, and models and databases to synthesize and evaluate the alternatives in a “fly before buy” process. It can support geographically distributed development teams. ARL Penn State has developed and demonstrated a general, state-of-the-art SBD system. It is the first to be adopted by the Navy for simulation-based acquisition and is finding numerous other DoD and private sector applications.

Simulation-Based Design

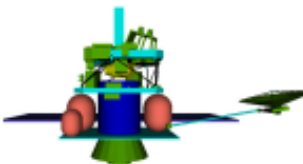
Simulation-Based Design (SBD) and virtual prototyping can be used to decrease the time required to formalize a system's concept design space, to quantify operational cost effectiveness of new technologies, to quantify risk, and to expedite technology transfer. ARL has established a significant capability in Simulation Based Design, starting in the realm of undersea vehicles, and expanding to other platforms such as satellites and ground combat vehicles. The development of computer-aided design tools and open software architectures has made the integration of design, performance prediction and cost estimation toolsets possible.

As technologists, our SBD efforts have uniquely focused on the conceptual design phase of the acquisition process, thereby providing early and accurate assessment of cost effectiveness and integrated life cycle support requirements for new weapons systems. We believe this is a critical focus, as the initial concept is the time at which critical design decisions are made, i.e. the ones that have the highest impact on cost and performance. This is also the phase where the least information and the most uncertainty are present. Some advantages of SBD that have emerged from its use to date are:

- Supports evaluating new technology insertion
- Brings in cost to overall conceptual design trade-offs
- Does trade studies on requirements faster and cheaper
- Captures corporate knowledge

TECHNOLOGY APPLICATION:

ARL has developed a Conceptual Design Support Infrastructure (CDSI) for satellites. The CDSI constructed has the capability to generate design concepts (virtual prototypes) for spacecraft. Virtual prototypes consist of the design data necessary to form high-level parametric cost estimates, design data necessary to ensure satisfaction of system requirements and compatibility between subsystems, and geometric data sufficient to show relative sizing and placement of subsystem components.



Multidisciplinary Design Optimization

Multidisciplinary Design Optimization (MDO) is the study of how to design and analyze systems composed of multiple disciplinary models that are coupled. The disciplinary models can correspond to fields of study (hydrodynamics, structures, acoustics) or they can correspond to physical parts (guidance and control, power generation, propulsor).

A main goal in this research is to develop a design synthesis method to support the conceptual design of complex systems, where the systems are based on high-risk technologies. Two key attributes unique to this problem are that:

- There is a disparity, possibly large during the conceptual design phase, between how systems are designed (top-down) and how knowledge about new technologies is accumulated (bottom-up); and
- The uncertainty of design parameters is often many percentage points of their absolute value.

To address these problems, ARL is developing a hierarchical design synthesis structure, where knowledge of the implementing technologies is available at the bottom of the hierarchy, and the requirements for the overall system enter at the top. Intermediate nodes in the hierarchy relate the top-level requirements to the bottom level implementation. The intermediate nodes decompose system requirements into subsystem requirements (i.e., requirements flow-down), enforce coupling constraints between child subsystems, calculate emergent system parameters and construct assemblies, and solve the under-constrained or over-constrained system design problem.

TECHNOLOGY APPLICATION:

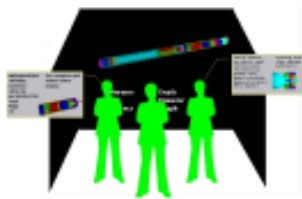
The High Speed Supercavitating Vehicle (HSSV) is a new initiative to create a high-speed vehicle that travels in cavitation bubble. Simulation Based Design is being used to take the results of research from the different subsystems and create a complete vehicle. The subsystems include the cavitator, gas generation, guidance, control, and propulsion. Each of the subsystems competes for space and weight in the overall system. Multidisciplinary Design Optimization is used to select the optimal sizing of each subsystem to give the best overall system performance. This technique is very useful during the conceptual design stage, when the efficacy of new technologies is to be analyzed.



Virtual Design Environments

The next generation of system engineers and decision makers want to explore the possible limits of a design space quickly. ARL Penn State has developed a virtual conceptual design environment to allow the engineer to virtually explore design trade-offs and the complex design space of an engineering product. The system generates virtual prototype models in a CAVE-like environment that meet a set of user specified requirements and technology options. The user can navigate around the model and interact with the model directly through voice and gesture recognition. The user may vary mission and design requirements and the model will change its form dynamically to meet the new specifications. In addition to this capability the user can visualize the complex function space of the model and interact with the visualization. A complex function space often involves higher dimensional data sets. In the immersive environment users will be able to view projections of higher dimensional data onto three-dimensional space, and choose points in the function space to select designs for further analysis. After they choose a point in the function space the virtual prototype will transform to represent the selected design point.

Current research work is focused on the designer's need for quick data access and customized data views in a virtual environment. This work extends the current virtual environment into a multi-user, multi-discipline design tool. The new environment will allow engineers to collectively view how design parameter changes affect subsystems as well as overall weapon characteristics. A unique innovation of this proposed work is that the environment will provide individually customized data views to each of the subsystem experts as well as system level data sharing for all participants.



TECHNOLOGY APPLICATION:

ARL has developed a Virtual Design Environment for a 6.25" torpedo, or Anti-Torpedo Torpedo. In this environment the user is presented with a virtual weapon design. They interact with the weapon through voice commands and gesture recognition. For example they modify a design requirement, such as the torpedo's endurance, by raising and lowering their hands. The virtual torpedo will dynamically change shape and topology to meet the new design requirements. Through voice commands the user requests to see a detailed view of the array configuration or view the array beam formation. This environment provides a real time visual interface between the weapon design space and the weapon physical features.

Manufacturing Process Simulation

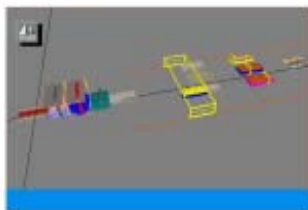
Closing the loop between product design and manufacturing process design enables engineers to rapidly assess the impact that design changes have on process sequences, product flow, and manufacturing leadtimes. A useful method for manufacturing process design is discrete event simulation modeling. These tools enable:

- Assessment of proposed manufacturing facilities prior to capitalization, to include visualization of the facility, material handling, process bottlenecks, part routing, and worker and machine utilizations,
- Analysis of the impact of new work on an existing facility, and
- Evaluation of alternative dispatching rules or production schedules in an existing facility.

ARL has teams of analysts and model builders experienced in several different simulation modeling languages. Typical tasks in a project go beyond simply build a model and may include data collection, distribution fitting, verification and validation, and output analysis. In addition, basic simulation modeling capabilities are often extended through the use of immersive visualization, web access to remote models, custom UI's, and database/Excel integration.

TECHNOLOGY APPLICATION:

Barriers often exist that can preclude the use of discrete event simulation. These include the need for specialized simulation modeling expertise, the length of time required to construct models, and the lack of detailed performance data on new manufacturing technologies. In addition, in certain manufacturing sectors there is a need for CAD level process visualization; i.e. they are using CAD tools to create virtual mockups of their products, and they expect similar quality graphics from process models.



These challenges are typical in the shipbuilding industry. To address this, ARL developed simulation models of plate processing operations to assist shipyards in modernizing their plate fabrication lines. Configuration information for a proposed line is collected via a Web interface, which then launches a program to build and execute a simulation of the system. Graphics images and statistical reports are then returned to the user via the Web interface. The model is intended for use at the concept definition stage of system design. The purpose of the model is to allow rapid evaluation of capacity and throughput for alternative configurations, equipment choices, and operating conditions at an early stage in the design process.

Integrated Data Environments

The product development lifecycle for any weapons system begins with the definition and capture of customer requirements and proceeds through product design and tradeoffs, analysis and simulation, development of manufacturing processes, testing, and product support. The evolution of a product through these phases involves many transitions of data through the organizations involved with these processes. A significant amount of technology and data may be lost during these transitions, resulting in significant reinvention costs. In many organizations, engineering information is not well managed, and may be scattered throughout the organization in a variety of unconnected databases, computers, and notebooks. Often, data is duplicated in several locations, leading to confusion about which data is the most current.

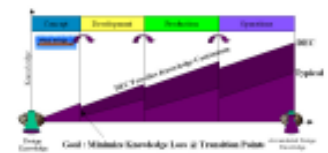
The use of integrated data environments (IDE's) is a strategy for providing access to product and process

information electronically, and moving that data (which may include CAD models, results of simulations and analyses, cost estimations, and testing data) through its lifecycle. IDE's typically span many parts of an organization, connecting users through a network (increasingly, via the internet) to electronic representations of product information.

One class of software that is often used to manage product-related data in an IDE is known as Product Data Management (PDM). PDM systems manage all forms of data throughout a product's life cycle, including information such as 2-D drawings, 3-D models, tooling programs, specifications, design analyses and hard copy documents to cite a few examples. PDM systems do not create product data as do CAD systems, but manage the files once created.

TECHNOLOGY APPLICATION:

With the emphasis on cost effective commercial, off the shelf solutions to facilitate the functional and data needs of the Navy's Surface Ship Torpedo Defense (SSTD) program, ARL has created the Distributed Engineering Center (DEC) to manage the program's data throughout the weapon systems' lifecycle. ARL performed a requirements analysis and evaluated the commercial PDM solutions available; these requirements were based on DOD acquisition guidelines, other acquisition programs best practice, and the SSTD and NAVSEA design agent requirements. A number of best-of-class PDM systems were evaluated by ARL to determine which met the requirements of cost, functionality, and capability. ARL installed and configured the software to provide control of unclassified documentation and product data, and to allow collaboration between users across many Navy and contractor organizations. Future plans call for the installation of a separate classified PDM system with access via an encrypted network.



Repair Technology

Technology Leader: Mr. Sean Krieger



Manufacturing Technology (ManTech) and Repair Technology (RepTech) are the two primary components of the U.S. Navy's Manufacturing Technology Program. ManTech serves to transition new technologies in production processes and equipment from R&D to the factory floor, whereas RepTech applies appropriate technologies to improve capabilities of the remanufacture and repair community. RepTech plays a central role in using emerging technologies to improve the repair process and the affordability of Navy and Marine Corps repair facilities. Repair technology investments are needed to close the gap between the capability of the repair process and the sustainment needs of the weapon system. The investments will reduce risks to schedule, reduce costs, and increase performance of repaired weapon systems. iMAST has been designated by the Navy as the resident coordinating center for its Repair Technology program.

Charter

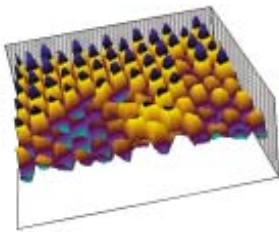
- Apply emerging technologies to improve the capabilities of the repair community
- Improve repair processes and the affordability of repair facilities
- Execute S&T projects which directly affect depot-level maintenance
- Communicate by all means available
- Reduce duplication of effort in RepTech-related R&D
- Leverage program funding with funds from other programs and agencies

Management Structure

The RepTech Working Group chairperson is a representative of the Office of Naval Research ManTech Office (ONR361). The RepTech Working Group was created to develop a coordinated approach to identify repair requirements for the Navy and Marine Corps and consists of one representative and one alternate from each Naval and Marine Corps systems commands.

Unique Capability

Electro-Optics for Nondestructive Inspection (NDI) of aerospace and marine vehicle components is crucial during both the manufacturing process and lifecycle testing phase. Electro-optical NDI techniques developed at ARL Penn State (e.g., phase-stepping digital shearography) carry unique advantages over traditional methods, including high flaw-detection sensitivity, speed, and noncontact nature. ARL Penn State has developed the world's only portable digital phase-stepping shearography head integrated with vacuum excitation for rapid on-site inspection. This capability is being developed for incorporation into the U.S. Navy and Marine Corps aviation and ground maintenance programs.



Application and Removal Optimization of Appliqué Coatings

Develop improved methods of application and removal of the appliqué coating system on U.S. Navy aircraft that will both reduce processing resources and ensure product quality.

Customer: Naval Air Systems Command

Solution: Develop a safe and affordable appliqué application and removal process, reducing current application rates. A matrix of all possible appliqué systems will be developed and those, which have the greatest probability of fulfilling program goals will be determined, tested and recommended for implementation.

Benefits:

- Reduce appliqué application rate
- Reduce environmental paint waste
- Improve airframe erosion capabilities

POC: Dan Metrey

Laser Cladding as an Alternative to Chrome Plating

Eliminate chromium plating by using cost-effective laser cladding repair of selected LAV components.

Customer: Marine Corps Logistics Base - Albany, GA

Benefits:

- Establishing advanced repair technology at the depot level to ensure capability to repair advanced vehicle components
- Elimination of environmental hazards associated with Cr plating
- Repair design methodology portable to other land vehicles

POC: Eric Whitney

PCB Analyzer for Rapid On-Site Analysis

Develop a portable or hand-held analyzer to rapidly determine PCB levels in various surface coatings.

Customer: Puget Sound Naval Shipyard

Solution: Investigate feasibility of cost effective and environmentally friendly surface removal techniques. Investigate need for and feasibility of sample derivatization. Select the most appropriate detector technologies and develop an analyzer concept plan

Benefits:

- Reduce labor and analytical costs
- Reduce analytical time, decision-making and planning times
- Improve remediation process cycle times

POC: Janice Schneider

Performance Understanding of the Barstow Air Treatment System

Determine overall VOC removal performance and regeneration efficiency to provide confidence in scalability of system upgrades and improvements.

Customer: Marine Corps Base - Barstow, CA

Solution: Establish degree of Volatile Organic Compound (VOC) removal by each system unit and then provide data to validate scalability from 2,500 cfm to 45,000 cfm. Evaluate modifications for enhanced performance.

Benefits:

- Ability for technology transfer to other VOC and Hazardous Air Pollutants (HAP) laden waste streams
- System understanding for improved operation and upgrade
- Potential 30-40% reduced capital costs of future systems

POC: Dr. Robert Keay

Steering Block Repair

Recover Steering Blocks worn beyond serviceable limits. No refurbishing process currently approved.

Customer: Marine Corps Logistics Base (MCLB) - Albany, GA

Solution: Develop a liquid phase coating that will restore worn dimensions and functionality of components.

Benefits:

- Full recovery of part
- Low coating costs
- Minimal Post-coating machining
- Metallurgical bonding

POC: Eric Whitney

Surface Preparation Improvement

Develop an approval process for new or alternative paint removal technologies for use on U.S. Navy and Marine Corps aircraft. Also, to evaluate chemical alternatives and enhancements to methylene chloride paint removal techniques for use on Marine Corps vehicles.

Customer: Marine Corps Logistics Base (MCLB) - Albany, GA

Solution: Identify substrate composition and coatings types removed during MCLB repair. Work with commercial manufacturers to identify chemical paint removal techniques applicable to the substrate and coating type. Evaluate thermal, ultrasonic and other enhancements to available alternatives.

Benefits:

- Decrease the use and release of methylene chloride
- Demonstrate the feasibility of alternative chemical paint removal technologies
- Increase the number of approved stripping technologies available to depots

POC: Charlie Tricou

Torpedo Repair

Develop, test, implement, and transfer laser welding repair procedures for torpedo components.

Customer: NAVSEA PMS 404: Implementation at Naval Undersea Warfare Center Keyport Division

Solution: Laser clad affected area to replace material lost due to wear and/or corrosion. Remachine components to return to original dimensions.

Benefits:

- Permanent repair, structurally integrated to the shell
- Directly recycle and repair components that have no procedures (scrapped components)

POC: Kenny Meinert

Wastewater Solids Recycling

Elimination of a hazardous waste stream and recycling of solid waste.

Customer: NADEP - Cherry Point, NC

Solution: Implement a wastewater solids recycling process. Demonstrate and implement Chromium removal and recycling process from wastewater. Evaluate and demonstrate the market for wastewater solids and recycling technologies.

Benefits:

- Eliminate the source of 70% of NADEP Cherry Point's hazardous waste stream
- Eliminate the landfill and disposal of wastewater solids
- Create a valuable soil conditioner by recycling the wastewater solids
- Avoid the cost and liability associated with the disposal of hazardous and solid waste

POC: Dr. Brad Striebig

VLS Repair Techniques

Develop a method to more efficiently repair U.S. Navy Submarine Vertical Lunch System (VLS) tubes by implementing laser cladding techniques.

Customer: Pearl Harbor Naval Shipyard- Pearl Harbor, HI; Portsmouth Naval Shipyard-Kittery, ME; COMSUBPAC Pearl Harbor, HI

Solution: Determine root cause of corrosion damage in VLS tubes. Develop, test and implement a convertible motion device to laser clad and redimension the affected tube to original specifications.

Benefits:

- Reduce life cycle cost of VLS tube
- Increase fleet readiness
- Reduce VLS tube repair time
- Decrease or eliminate

POC: Paul Blomquist

Unique Capability

Paint Removal and Application can create waste and hazardous emissions. ARL Penn State has developed paint application and removal techniques that will reduce these by-products. Ongoing efforts include development of overspray collection devices, improvements in airless paint spray application to increase paint transfer efficiency, improved hydrogen embrittlement testing for chemical strippers, and a paint reactivation process for aerospace structures which will reduce manpower costs and substrate damage.



Technology Insertion Opportunities for Navy ManTech

The iMAST technologies listed below are available for application within the Navy ManTech Program. Sponsorship, however, is required from a Naval Systems Command (SYSCOM) in order to initiate a program. For more information on the technology, contact the project leader noted. For more information on how to initiate Navy ManTech projects, contact your respective SYSCOM ManTech representative. Each year, technology “issues” are entered into a database by respective systems commands. These issues are then reviewed and prioritized by a Navy ManTech executive steering committee. The committee selects appropriate projects within an established funding range to support Navy and Marine Corps fleet requirements.



Thermoacoustic Refrigeration

ARL Penn State is developing a thermoacoustic chiller (TRITON) with a 3-ton cooling capacity (10 kW) for shipboard application under ONR's Environmental Requirements Advanced Technology (ERAT) Program. The cooling produced by the unit is created by a standing acoustic wave that expands and compresses inert gas within a porous plastic medium called a stack. Heat exchangers on each side of the stack carry away waste heat on one side and chills water on the other side.

The acoustic wave is developed by a high-efficiency linear electric motor operating like a large loudspeaker. There are no HFCs or CFCs involved in creating the cooling. In addition, there are no sliding seals or other moving parts in the system other than the linear motor. This means no lubrication or maintenance of the chiller is required. To date, a 4-watt thermoacoustic cryocooler has been demonstrated on a Discovery space shuttle mission (STS-42) in 1992, and a 400-watt system was operated for a week to cool radar electronics on the USS *Deyo* (DD-989) in 1995. The TRITON 10 kW unit will be demonstrated at a land-based test site in during late year 2000. If successful, it will undergo sea trials during FY02/03 timeframe. This technology will provide the Navy with an the opportunity for environmentally benign cooling in critical areas as a distributed system rather than a centralized one.

POC: Robert Johnson



Manufacture of Laser-Cut and -Welded Housings for High-Performance Transmission Application

ARL Penn State has demonstrated the feasibility for affordable advanced laser cutting and welding techniques in concert with high-strength materials to produce welded transmission housings that will meet the performance requirements for ground combat vehicles, as well as rotorcraft and VSTOL aircraft employing high-performance transmissions. ARL is capable of establishing cost and performance benefits of a laser cut and welded housings versus conventional cast housings.

The use of a welded steel structure has a number of advantages and benefits over cast aluminum and magnesium transmission housings. These include comparable production costs with dramatically reduced manufacturing lead times, lower weight designs (permits mini-lube systems), reduced lifecycle costs, high temperature operation, improved heat transfer capability, improved damage tolerance, and field repairability.

POCs: Dr. Rich Martukanitz



Noncontact High-Speed Gear Inspection

ARL Penn State has demonstrated the feasibility of developing an economical noncontact high-speed precise gear surface inspection system for DoD depots and gear manufacturers. The benefits of this technology include reduced gear inspection time by a factor of 100, improved gear inspection accuracy via high spatial sampling, enhanced gear production efficiency with potential on-line inspection, and greatly reduced production costs due to increased quality assurance and lower number of false rejects.

Applications in military and commercial sectors include mechanical drive transmission inspection requirements associated with virtually all motor vehicles, aircraft, and powered marine vehicles, as well as most machine tools, military combat vehicles, industrial robots, and many household appliances.

A previous NIST stamp-of-approval review for the optical measurement technique has prompted increase interest in this technology. Sensor progress includes examination of speckle compensation methods for coherent light sources including a new high-power laser diode with pigtailed fiber optic delivery. Two methods for dynamic reflectivity nonuniformity compensation (DRNC) have been developed and fully tested. A compact and rugged mechanical assembly for the optical head has been designed and is being fabricated.

POC: Dr. Karl Reichard

LASCOR: Lightweight Structural Panels

ARL Penn State has developed a laser-welded corrugated (LASCOR) metal paneling process which provides a stiffness and strength comparable to conventional steel plate, but at greatly reduced weight. LASCOR has demonstrated its durability by showing favorable resistance to fire, blast, ballistic impacts. LASCOR can be manufactured in a variety of configurations and used with different alloys for customized properties.

These properties make it a strong competitor for conventional structural steel panels wherever weight reduction is a concern. Application has been made within the top sail structure of the USS *Mount Whitney* where approximate weight was reduced by 10,000 pounds.

POC: Ted Reutzel

Pericyclic Transmission

The need for an advanced, high-efficiency variable rotor speed main transmission system that features split torque, split path, reduced-parts, and pure rolling contact power transfer via kinematic/kinetic pericyclic technology is being addressed by ARL Penn State. Current planetary and bull gear main transmission drives are fixed ratio systems that preclude changing rotor speed. The basic architecture of planetary and bull gear main transmission drives tend to preclude achievement of a major increase in power-to-weight ratio (SHP/LBs) and reduced cost due to the number of high precision, high-cost, weight components, and their reliability challenges.

The pericyclic variable rotor speed drive has a higher probability to achieve the power density, reliability and cost goals identified for the Joint Transport Rotorcraft and other system upgrades.

POC: Gary Neal



Air Vehicle Technology Group

Integration of advanced materials, manufacturing processes, tooling and fixturing will facilitate reduction in life-cycle costs, empty-weight/gross-weight ratio, vibration and interior noise. These efforts will also facilitate increases in payload/gross weight ratio, mission range, survivability, and operational availability. All improvements are made more affordable due to significant reductions in labor and in operating and support (O&S) costs.

Powertrain Technologies

- Performance prediction
- Rapid prototyping
- Drive shaft laser balancing
- Condition monitoring
- Wear-resistant coatings via cold gas dynamic spraying and EB-PVD
- Spray-formed HT aluminum alloys
- Localized laser HT and cladding for wear and corrosion resistance

Health Usage Monitoring System Technologies

- Condition-Based Maintenance
- Distributed diagnostic system architectures
- Embedded engine predictive diagnostics
- MMI for troubleshooting and diagnostics

Rotor System Technologies

- Rotor blade NDI (finds delamination)
- Control of radiated sound power

Drive System Technologies

- Advanced gear and bearing steels
- Laser fabricated housings
- Laser probe workpiece positioning
- Ausform finished gears and bearings
- Intelligent noncontact measurement of spiral bevel and face gears
- Gear noise control
- Design for power density

Airframe System Technologies

- Laser fabricated flooring
- Composite sandwich panels for noise control
- Spray formed HS aluminum alloys
- Protective armor

Repair Technology

- NDI technologies (shearography)
- Coating application and removal
- Component repair methods

CBR Technologies

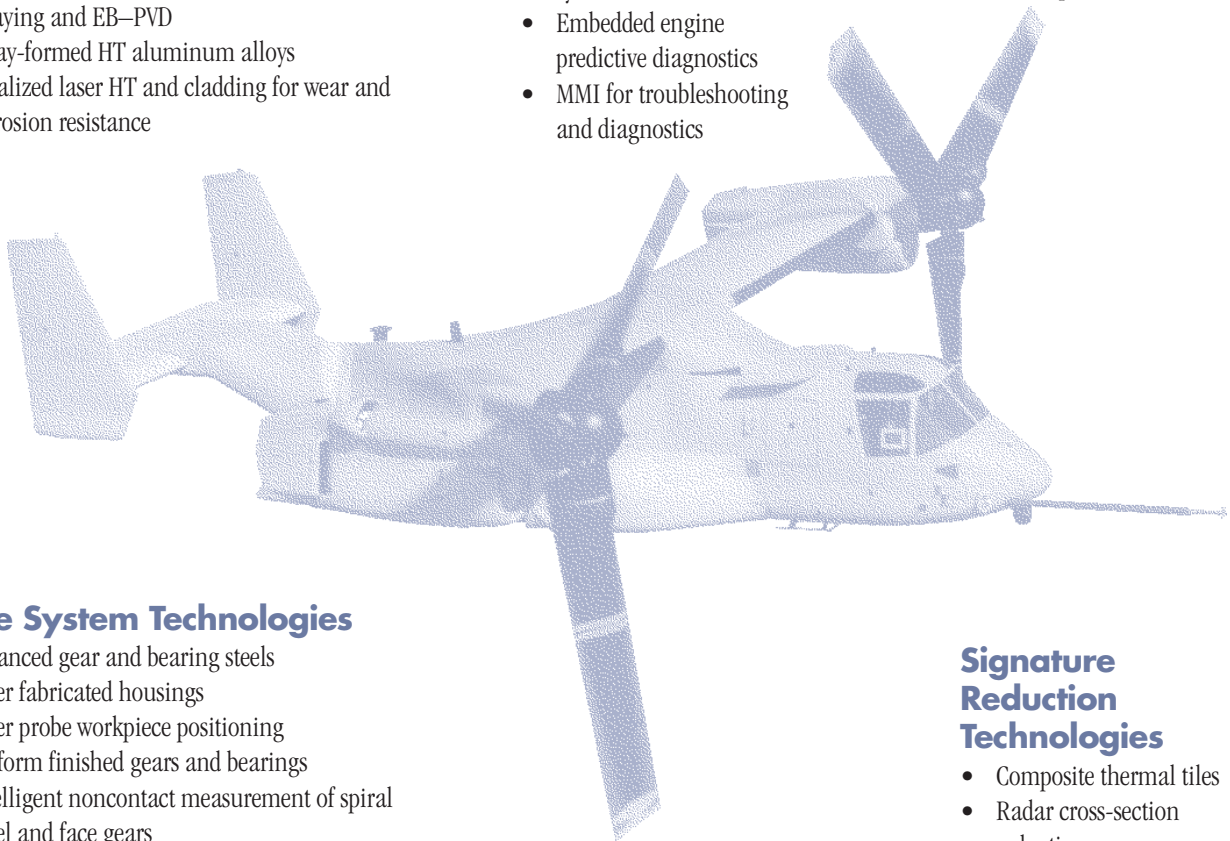
- Photon-based cleaning of CBR agents
- Laser-based cleaning of CBR agents

Signature Reduction Technologies

- Composite thermal tiles
- Radar cross-section reduction
- Acoustics

Landing Gear System Technologies

- Laser cladding
- Spray formed HS aluminum alloys



Ground Combat and Combat Service Support Vehicle Technology Group

The integration of advanced materials, manufacturing processes, tooling, and fixturing will result in reductions in gross weight, vibration, interior noise, and life-cycle costs as well as increases in mission range, survivability, and operational availability. These improvements are made more affordable due to significant reductions in labor and in operating and support (O&S) costs.

Drive System Technologies

- Advanced gear and bearing steels
- Laser fabricated (cut and welded) housings
- Laser probe workpiece positioning
- Ausform finished gears and bearings
- Intelligent noncontact measurement of spiral bevel and face gears
- Gear noise control
- Design for power density

Health Usage Monitoring System Technologies

- Condition-Based Maintenance
- Distributed diagnostic system architectures
- Embedded engine predictive diagnostics
- MMI for troubleshooting and diagnosis

CBR Technologies

- Photon-based cleaning of CBR agents
- Laser-based cleaning of CBR agents

Signature Reduction Technologies

- Composite thermal tiles
- Radar cross-section reduction
- Acoustics

Track Vehicle System Technologies

- Lightweight HS materials
- Laser cladding and heat treating

Structural System Technologies

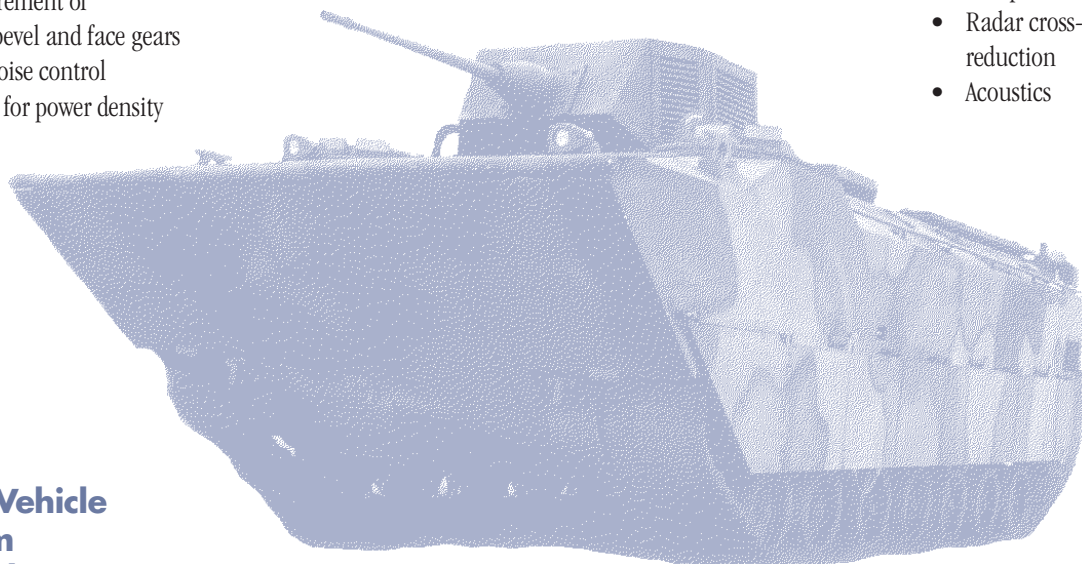
- Armor systems
- Materials and design

Powertrain Technologies

- Performance prediction
- Rapid prototyping
- Drive shaft laser balancing
- Condition monitoring
- Wear-resistant coatings via cold gas dynamic spraying and EB-PVD
- Spray formed HT aluminum alloys
- Localized laser HT and cladding for wear and corrosion resistance

Repair Technology

- NDI technologies (shearography)
- Coating application and removal
- Component repair methods (laser cladding)



Naval Surface Platform Technology Group

The integration of advanced materials, manufacturing processes, tooling and fixturing will result in reductions in gross weight, vibration, interior noise, and life-cycle costs, as well as increases in mission range, survivability, and operational availability. These improvements are made more affordable due to significant reductions in labor and in operating and support (O&S) costs.

Stack Gases Monitoring And Treatment

Dispersed Auxiliary System

- Acoustic refrigeration

Autonomous Ship Systems

- Intelligent control
- Remote sensors
- Condition-Based Maintenance
- Advanced lubricants

Deck and Deckhouse Materials

- LASCOR
- Composite materials
- Non-skid surfaces

Laser Processing

- Welding
- Cutting
- Cladding
- Forming

Propeller

- Design
- Cladding
- Repair
- Materials

Information Technology

- Electronic data transfer
- Intelligent management of documents and data

Rudder/ Appendages

- Coatings
- Materials

Drivetrain Technologies

- Advanced gear materials
- Optimizing tolerances for performance

Other

- Environmental systems
- Lifecycle engineering (REPTECH)
- Wear and corrosion-resistant alloys for structures, valves, and tubing
- Simulation-Based Design
- Electro-optics
- Paint removal



Naval Sub-Surface Platform Technology Group

The integration of advanced materials, manufacturing processes, tooling and fixturing will result in reductions in gross weight, vibration, interior noise, and life-cycle costs, as well as increases in mission range, survivability, and operational availability. These improvements are made more affordable due to significant reductions in labor and in operating and support (O&S) costs.

Hull

- Laser forming, welding, and cutting
- Laser cutting, welding, and welding of structural shapes
- Sonar dome fairings
- Improved paint removal and spray systems

Drivetrain Technologies

- Gear performance prediction
- Reduced noise and vibration design
- Condition monitoring

Autonomous Ship Systems

- Intelligent control
- Remote sensors
- Condition-Based Maintenance
- Advanced lubricants
- Information systems

Information Technology

- Electronic data transfer
- Intelligent management of documents and data

Other

- Environmental systems
- Lifecycle engineering (RepTech)
- Wear and corrosion-resistant alloys for structures, valves, and tubing
- Simulation-Based Design

Combat Systems

- Advanced torpedo systems
- Anti-torpedo torpedo

Auxiliary Systems

- Acoustic refrigeration

Propellor

- Design
- Inspection
- Cladding
- Manufacturing support
- Repair



iMAST FACILITIES AND EQUIPMENT



Mechanical Drive Transmission

Advanced Manufacturing Facility

- Provides equipment, tooling, processing, and inspection equipment to enhance industrial manufacturing process technology
- Permits affordable gains in component performance
- Reduces life-cycle costs



Drivetrain Performance Testing Facility

- Permits comparative evaluation of new technologies to facilitate implementation
- Develops advanced materials technology databases for high-performance mechanical drive components
- Validates predicted gear performance behavior in terms of vibration/noise characteristics



Gear Dimensional Inspection Facility

- U.S. Navy's Gear Metrology Laboratory
- Only DoD neutral testing site for verifying measurement accuracies related to gear specifications
- 48-hour advance notice capability for emergency gear repairs

Prognostics Development and Testing Facility

- Provides model-based testing and evaluation methods for in-service prediction of remaining useful life in material elements, components, subsystems, systems, and weapon systems platforms.



Materials Processing

Spray Metal Forming

- 5,000 sq. ft. facility
- Full metallography and surface characterization capabilities
- Research scale/pilot plant equipment
 - melts up to 65kg of aluminum
 - produces billets (16" x 10"), strip/plate (12" x 6" x .8"), tubes (12" x 1")
- Capabilities to produce metal matrix composites



High-Velocity Particle Consolidation (HVPC)

- Research scale equipment
- Capability to spray a variety of different materials on numerous substrates

Nanophase Material Facilities

- Nanophase powder consolidation and sintering capabilities



Surface Technologies

- Pin on disc wear testers
- Erosive wear testers
- Reciprocating wear testers
- Seal test rigs
- Controlled-environment test rigs
- Facilities and expertise for lubricant development
- High-pressure hydro-static equipment
- Hot press for powders consolidations and laminated ceramics

EB-PVD Facility

- 100 to 150 microns per minute deposition rate
- 1m³ chamber size
- Three independently controllable ingot feeders

Laser Processing

- 14-kW cw CO₂ laser system
- Two 1.5-kW cw and pulsed CO₂ laser systems
- 3-kW cw Nd:YAG
- 400-W pulsed Nd:YAG
- 10-W Q-Switch Nd:YAG
- 200-W excimer laser
- Laser Articulating Robotic System (LARS)
- Large-scale gantry
- Support equipment (e.g., robotic, linear and rotary workstations, etc.)

Technology Transfer Facilities

- Support equipment
- Two 3.0-kW cw Nd:YAGs at Puget Sound Naval Shipyard
- 2.4-kW cw Nd:YAG and robotic manipulator at Norfolk Naval Shipyard's Foundry and Propeller Center (Philadelphia, Pa.)
- 3.0-kW cw Nd:YAG laser at Naval Underwater Warfare Center, Keyport, Washington

Advanced Composites

Filament Winding Facility

- 4-axes computer controlled filament winder and ancillary support equipment for both "wet" and prepreg fabrication.

Layup/Autoclave Cure Facility

- Computer controlled autoclave, equipment and facilities for prepreg hand layup/cure of advanced composite materials and for structural bonding with film adhesives.

Machining Facility

- Specially-equipped shop for the machining of composite test specimens to ASTM/SACMA configurations.

Mechanical Testing Facility

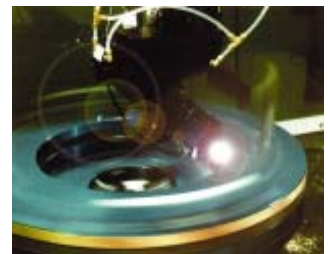
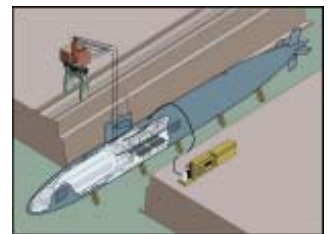
- Instrumented impact, static and servo-hydraulic test frames for strength, fatigue and fracture mechanics characterization of advanced composite material systems. Data used to generate material allowables databases.

Resin Transfer Molding Facility

- Resin meter/mix and vacuum equipment for fabricating hardware by both closed mold resin transfer molding (RTM)
- Open mold vacuum assisted resin transfer molding (VARTM) processes.

Ultrasonic Facility

- Ultrasonic NDE facilities and acoustic emission diagnostic equipment for quality assurance inspection of composite and metallic structures, adhesive bondlines and in-service damage assessment.



Faculty, Staff, and Sponsors

APPLIED RESEARCH LABORATORY



L. Raymond Hettche

B.S., Mathematics and Engineering, Bucknell University

M.S., Civil Engineering, Carnegie-Mellon

Ph.D., Civil Engineering, Carnegie-Mellon

The seventh director of Penn State's Applied Research Laboratory, Dr. Hettche is the chief academic administrator of the Laboratory. He is responsible for directing the Laboratory's efforts in concurrence with Penn State's and the U.S. Navy's goal of being an undersea technology base. As the largest of 20 interdisciplinary laboratories, centers and institutes in the University's Intercollege Research Programs, ARL performs over 60 million dollars worth of research and development in the areas of undersea weapons guidance and control systems, advanced closed-cycle thermal propulsion systems for undersea weapons, propulsor technology, hydrodynamics for undersea vehicles and weapons, and materials manufacturing science for a wide-range of other sea-air-ground combat systems.

Dr. Hettche also serves the U.S. Navy as a member of the Naval Research Advisory Committee (NRAC). He is a member of the Board of Directors for the Center for Neural Engineering which is sponsored by the Office of Naval Research. For the Department of Defense, Dr. Hettche serves as a member of the DoD Technical Review and Assessment Team for Ground and Sea Vehicles.



Thomas M. Donnellan

B.S., Materials Engineering, Drexel University

M.S., Polymerics, Massachusetts Institute of Technology

Ph.D., Materials Science, Massachusetts Institute of Technology

Dr. Tom Donnellan is Associate Director for Materials and Manufacturing at ARL, Penn State. Prior to joining ARL, Dr. Donnellan served as chief scientist for materials at the Federal Bureau of Investigation. Prior to the FBI, Dr. Donnellan served as manager of structural sciences for Northrop Grumman Corporation. Previous to Northrop Grumman, Dr. Donnellan was the composites group manager for the Naval Air Development Center (NADC) at Warminster, Pennsylvania.



Robert B. Cook

B.S., Ocean Engineering, U.S. Naval Academy

M.S., Mechanical Engineering, Massachusetts Institute of Technology

Graduate, Defense Systems Management College

Mr. Bob Cook is director of Institute for Manufacturing and Sustainment Technologies. Prior to becoming director, Mr. Cook served as program manager for super-cavitation vehicles in ARL's Fluids and Structural Mechanics Division.

No stranger to ARL's naval tradition, Mr. Cook formerly served as a career nuclear submarine officer prior to joining the Applied Research Laboratory at Penn State in 1998. In addition to serving as commander of the USS *Sea Devil* (SSN 664), Mr. Cook served as a program manager within the Naval Sea Systems Command (NAVSEA), and also within the Program Executive Office (PEO) for Submarines.

Sean L. Krieger

B.S. Industrial Engineering, Cal Poly University
M.S. Management Engineering, University of Massachusetts

Mr. Krieger is the program manager for the iMAST Repair Technology (RepTech) effort at ARL Penn State. Mr. Krieger previously served in the Program Executive Office for the Virginia-class submarine program logistics office at the Naval Sea Systems Command. Prior to that DoN assignment, he served as a fleet representative on the maintenance and logistics staff of the Commander, Submarine Force Pacific Fleet (COMSUBPAC). Additionally, Mr. Krieger served a previous 10-year assignment at the Naval Undersea Warfare Center division maintenance and repair depot at Keyport, Washington.



Gregory J. Johnson

B.A. Pre Law, University of Hawaii
M.A. Education, Pepperdine University
Graduate, Defense Systems Management College

Mr. Johnson is the research institute administrator for the iMAST effort at ARL Penn State. Mr. Johnson previously served as executive assistant to the Deputy Assistant Secretary of the Navy for Research, Development & Acquisition. Prior to that assignment he served as the ground anti-armor program manager at the Marine Corps Systems Command. A former Naval Aviator, Mr. Johnson served in various operations and aircraft maintenance assignments to include maintenance test pilot positions with Japan Aircraft Company and China Airlines. Mr. Johnson is currently a Ph.D. candidate in public administration.



OFFICE OF NAVAL RESEARCH

Rear Admiral Jay M. Cohen

Rear Admiral Jay M. Cohen became the 20th Chief of Naval Research, commanding the Office of Naval Research (ONR), on June 7, 2000. As the Chief of Naval Research, RAdm Cohen manages the science and technology programs of the Navy and Marine Corps from basic research through manufacturing technologies.

In addition to his position as Chief of Naval Research, RAdm Cohen also assumed the duties of Director, Test and Evaluation and Technology Requirements in the office of the Chief of Naval Operations, and Deputy Commandant (Science and Technology), Headquarters, U.S. Marine Corps.

Rear Admiral Jay M. Cohen received his commission as an ensign upon graduation from the United States Naval Academy in 1968, where he was a Trident Scholar. After graduation, he qualified as a Navy diver with the SEALAB Group in San Diego, CA. Following training at Submarine School, New London, CT, he reported to USS *Dioden* (SS 349) in San Diego for duty as Supply and Weapons Officer during an extended WESTPAC deployment. He next studied at the Massachusetts Institute of Technology and Woods Hole Oceanographic Institution under the Navy's Burke Scholarship Program. He received a joint Ocean Engineering degree and Master of Science in Marine Engineering and Naval Architecture from MIT. Following Nuclear Power Training, he was assigned to the Engineering Department aboard USS *Nathanael Greene* (SSBN 636) (BLUE) in New London. He was next ordered to duty as Engineer Officer aboard USS *Nathan Hale* (SSBN 623) (BLUE) in overhaul at Bremerton, WA, subsequently changing homeport to Charleston, SC. Upon completion of that tour, he served on the staff of the Commander Submarine Force, U.S. Atlantic Fleet, from which he reported to USS *George Washington Carver* (SSBN 656) (GOLD) in New London as Executive Officer.

Rear Admiral Cohen commanded USS *Hyman G. Rickover* (SSN 709) from January 1985 to January 1988. Under his command, the USS *Rickover* completed a Post New Construction Shakedown availability in New



London, changed homeport to Norfolk, VA and completed three deployments. The USS *Rickover* was awarded a Navy Unit Commendation, a Meritorious Unit Commendation, the SIXTHFLT “Hook’em” Award for ASW excellence, CINCLANTFLT Golden Anchor Award for retention excellence, the COMSUBRON 8 Battle Efficiency “E” Award, and was designated the best Atlantic Fleet Attack Submarine for the Battenburg Cup.

Following command, Rear Admiral Cohen served on the staff of Commander in Chief, U.S. Atlantic Fleet, as senior member of the Nuclear Propulsion Examining Board, and the staff of the Director of Naval Intelligence at the Pentagon as Director of Operational Support.

Rear Admiral Cohen commanded USS L.Y. SPEAR (AS 36) and her crew of 800 men and 400 women from March 1991 to April 1993. During his tour, the Spear was awarded the Submarine Force Atlantic Fleet Battle Efficiency “E” Award and conducted an unscheduled five-month deployment to the Persian Gulf in support of Operation Desert Storm that included repairs to over 48 U.S. and allied ships, recovery of an F/A-18 Hornet sitting in 190 feet of water off the coast of Iran and humanitarian projects in Kuwait City. SPEAR received a Meritorious Unit Commendation for the deployment which was the ship’s first in eleven years. Additionally, SPEAR was the CINCLANTFLT 1991 Secretary of Defense Maintenance Award nominee and the only Atlantic Fleet tender recognized in two consecutive Golden Anchor competitions.

In April 1993, Rear Admiral Cohen reported to SECNAV staff for duty as Deputy Chief of Navy Legislative Affairs. In October 1997 he was promoted to the rank of Rear Admiral and reported to the Joint Staff for duty as Deputy Director for Operations. In June 1999 he assumed duties as Director Navy Y2K Project Office. In May 2000 he was ordered to duty as Chief of Naval Research.



Brigadier General William Catto, USMC

Brigadier General William Catto assumed his duties as Vice Chief of Naval Research on June 5, 2000. He also serves as Commanding General, Marine Corps Warfighting Lab, Quantico, VA.

A 1973 graduate of Bethel College, General Catto received his M.A. from Webster University in 1985. He was commissioned a second lieutenant after completing Officer’s Candidate School in 1973 and designated a Naval Aviator in December 1974.

Following initial qualification in the CH-46, Brigadier General Catto was assigned to Marine Medium Helicopter Squadron-161, MCAS Tustin, Calif., where he served in the Aircraft Maintenance Department. Later reassigned to duty in Headquarters and Maintenance Squadron Sixteen, he served as the Airframes Division Officer. In the spring of 1977, he was transferred to the Naval Aviation Training Command for duty as a flight instructor with Training Squadron Two located at NAS Whiting Field, FL.

Returning to MCAS Tustin in 1980, Brigadier General Catto joined Marine Medium Helicopter Squadron 268 where he made several deployments to the Western Pacific, and attended the Weapons Tactics Instructor Course. In May 1985, he transferred to the 1st Marine Division for duty with the 7th Marine Regiment. During this ground tour Brigadier General Catto served initially as the Air Officer and then as the Regimental Operations Officer. He remained with the Regiment until July 1988 when he departed to attend the Marine Corps Command and Staff College at Quantico, VA.

Following Command and Staff College, Brigadier General Catto was assigned to Headquarters, U.S. Marine Corps, Washington, D.C., where he worked in Manpower as the Rotary Wing Majors Assignments Officer, and later as the Administrative Assistant to the Deputy Assistant Chief of Staff for Aviation. Returning to MCAS Tustin in 1990, Brigadier General Catto was assigned as the Executive Officer and then Commanding Officer of Marine Medium Helicopter Squadron-163 where he deployed twice in the MEU(SOC) rotation. Following his tour as an aviation combat element commander with the 11th MEU(SOC), Brigadier General Catto was assigned to the RAND Corporation in Santa Monica, CA, as a Marine Corps Fellow. In July 1995, he was again

ordered to duty in Washington, D.C. and assigned to the Office of the Secretary of Defense; Programs, Analysis, and Evaluations; Weapons Systems Cost Analysis Division. Here he served as an operations and support cost analyst and worked on the Milestone Reviews of the C-17, F-22, V-22, and H-1 4BN/4BW Remanufacture Program. In May of 1998, Brigadier General Catto was assigned as Commanding Officer, Marine Aviation Weapons and Tactics Squadron One at MCAS Yuma, AZ.

Tom Tesch

Mr. Tesch is the acting director of the U.S. Navy's Industrial and Corporate Program Department, Office of Naval Research. Mr. Tesch is responsible for the Navy's Independent Research and Development, Manufacturing Science and Technology, Small Business Innovation Research, and Cooperative Research and Development Agreements programs. Mr. Tesch has extensive service with the Department of the Navy and the Office of Naval Research.

A former nuclear submarine officer, Mr. Tesch holds a bachelor of science degree in chemistry and molecular biology from the University of Wisconsin (Madison), as well as an MBA from the University of Hartford.



Steven M. Linder

Mr. Linder is the Director for the U.S. Navy Manufacturing Technology (ManTech) Division, Office of Naval Research. Mr. Linder is responsible for managing the ManTech Program, Best Manufacturing Program, and the Navy's six Centers of Excellence. He is tasked with developing, coordinating and integrating program policy, procedures, and content throughout the U.S. Navy, and works in cooperation with the joint services and applicable agencies. He is also the Navy's representative to the Joint Directors of Laboratories Manufacturing Science and Technology Panel. Mr. Linder holds a B.S. degree in electrical engineering from Youngstown University.



James Mattern

Mr. Mattern is the program manager for iMAST's ongoing Navy ManTech program effort. Mr. Mattern provides financial and programmatic oversight to iMAST as directed by the Office of Naval Research. A summa cum laude graduate in mechanical engineering from the University of Maryland, Mr. Mattern has extensive engineering experience in both surface ship and aviation systems platforms. Additionally, he is well trained and versed in manufacturing and production processes, engineering economics, program and project management, government contracting, software analysis and design, design of experiments, statistics, and artificial intelligence. Prior to his current assignment, Mr. Mattern was assigned to the Naval Sea Systems Command.



MARINE CORPS SYSTEMS COMMAND (iMAST Lead Systems Command)

Brigadier General James M. Feigley, USMC

Brigadier General Feigley is the Commander, Marine Corps Systems Command at Quantico, VA. The Marine Corps Systems Command (MARCORSYSCOM) serves as the lead systems command for the Institute for Manufacturing and Sustainment Technologies (iMAST) Navy ManTech Program at ARL Penn State.

General Feigley's distinguished military career has spanned 28 years and includes duty at sea, overseas, and ashore in executive and command positions within the FMF (Fleet Marine Force), Headquarters, U. S. Marine Corps, and other joint service commands. A graduate of the University of Wisconsin-Oshkosh (B.S.), General Feigley's FMF military occupational specialty centered on amphibious tracked vehicle operations. A designated acquisition professional, General Feigley served as Direct Reporting Program Manager (DRPM) for the Advanced Amphibious Assault Vehicle (AAAV) program prior to his selection to flag rank and subsequent current command. Brigadier General Feigley is a graduate of the Marine Corps Command and Staff College as well as the Defense Systems Management College (DSMC).





Colonel Dennis W. Beal, USMC

Colonel Beal is Assistant Commander, Office of Science & Technology, Marine Corps Systems Command with oversight of the MARCORSYSCOM Manufacturing Technology (ManTech) Program. Additionally, he serves as Program Manager of the MAGTF Expeditionary Family of Fighting Vehicles (MEFFV). Prior to his current assignment, Colonel Beal served as Director, Expeditionary Warfare Technology Program, N091, OPNAV. He also previously served as Assistant Program Manager, Tank Systems at TACOM.

Colonel Beal holds a bachelor of science degree agronomy and micro biology from Sam Houston State University as well as a master's degree in International Relations from Marine Corps Command & Staff College. The colonel is also a graduate of the Defense Systems Management College.

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iMAST

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iMAST on the World Wide Web:

www.arl.psu.edu/areas/imast/imast.html

The iMAST World Wide Web site provides an overview of the Institute and its technical thrust area projects, information on upcoming events, facilities, and newsletters.

Traveling to ARL Penn State

Area Code (814)

- 1 Applied Science Building
863-9825
- 2 Research West Building
- 3 ARL Water Tunnel
865-1741
- 4 Applied Research Laboratory
865-3031
- 5 purchase visitor parking permits
- 6 Nittany Lion Inn
865-8500
- 7 The Atherton Hotel
231-2100
- 8 Courtyard by Marriott
238-1881
- 9 Penn Stater Conference Center
Hotel, 863-5000
- 10 visitor parking
- 11 Residence Inn
235-6960
- 12 ARL Cato Park
863-9751

FROM NEW YORK CITY

The suggested route is via the George Washington Bridge to I-80. In Pennsylvania, exit from I-80 at Exit 24 (Bellefonte) and follow Route 26 south to State College.

FROM PHILADELPHIA

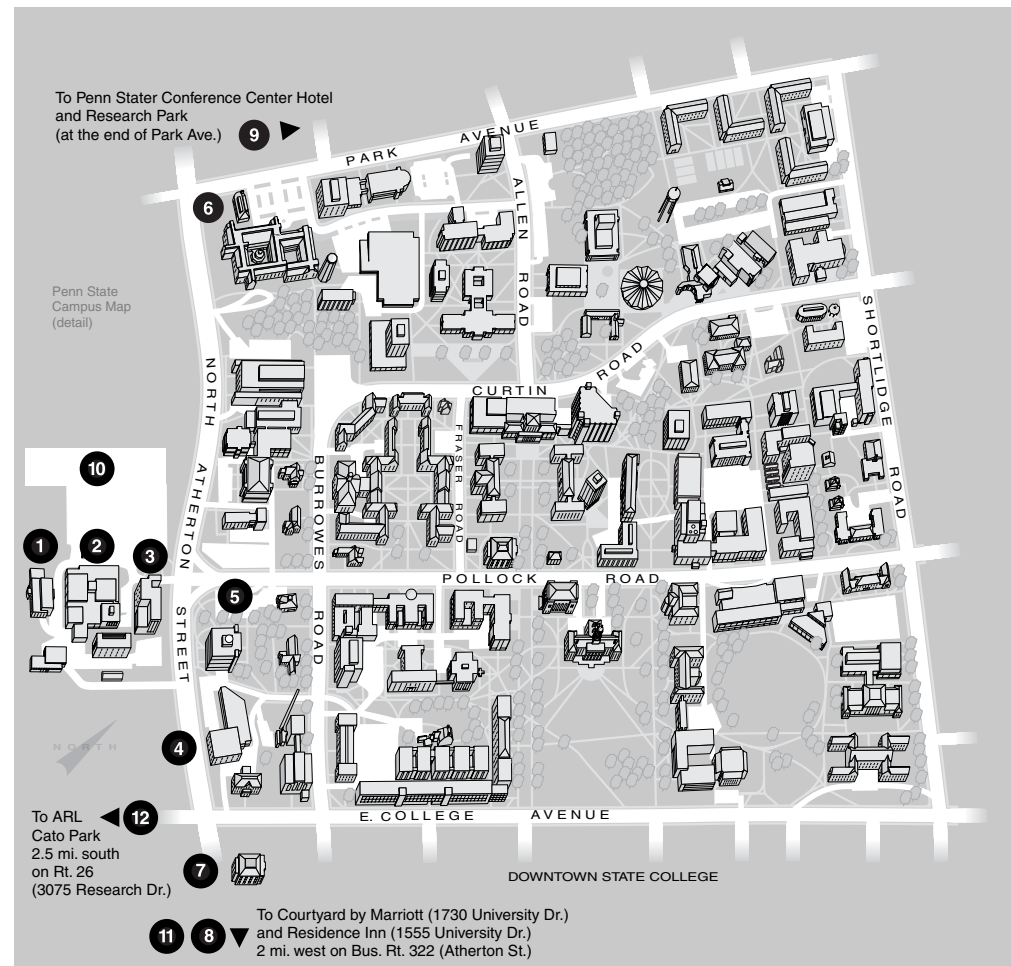
There are two routes. (1) Take the Northeast extension of the Pennsylvania Turnpike (I-76) to I-80. From I-80, exit at Exit 24 (Bellefonte). Follow Route 26 to State College; or (2) take the Schuylkill Expressway to the Pennsylvania Turnpike (I-76). Use Exit 19 (Harrisburg East) follow I-283 to I-83 and proceed north on I-83 to the I-81 interchange. Then follow I-81 west to Route 322/22 west Exit. Proceed west on Route 322 through Lewistown to State College.

FROM PITTSBURGH

Follow Route 22 to Duncansville, Route 220 (bypassing downtown Altoona and Tyrone) through Port Matilda and then Route 322 (Business—also called North Atherton Street) to State College. A scenic route follows Route 22 beyond Duncansville to Water Street, Route 45 to Pine Grove Mills and Route 26 to State College.

FROM WASHINGTON, D.C.

Several routes are available: (1) Take Route I-270 to Frederick, I-70 to Breezewood, Pennsylvania Turnpike (I-76) for 18 miles to Bedford/Altoona exit (Exit 11). (The toll fee is approximately 80 cents.) Follow Route 220 to Port



Matilda and then Route 322 Business (also called North Atherton Street) to State College; or (2) follow I-270 to Frederick, Route 15, past Gettysburg, through Camp Hill to Route 322 west to State College passing by Lewistown; or (3) take I-95 or the Baltimore/Washington Parkway to Baltimore, west loop I-695 to I-83 north. Continue on I-83 north to I-81 interchange. Then follow I-81 west to Route 322/22 Exit. Proceed west on Route 322 passing Lewistown to State College.

FROM THE WEST

Take I-80 to Exit 20 (Woodland) just east of Clearfield, then Route 322 east to State College. One may also exit I-80 from Bellefonte and follow Route 26 south to State College.

BY BUS

Trailways and Greyhound Lines connections are available to and from State College. Trailways (814) 238-7362 Greyhound (814) 238-7971

BY PLANE

Daily flights from Pittsburgh, Philadelphia, Detroit, Harrisburg, Dulles, and Baltimore serve the State College area through the University Park Airport (State College), located five miles from campus. Limousine or taxi service is available for all flights.

Reservations and information:
USAir Express (800) 428-4253
United Express (800) 241-6522
Northwest Airlink (800) 225-2525

Private or chartered aircraft may fly into University Park Airport (State College). Please call (814) 355-5511 to make arrangements. Facilities exist for overnight accommodations, fuel and maintenance service.

RENTAL CARS

At the airport. Reservations and info:
National (814) 237-1771
Hertz (814) 237-1728

HOTELS (partial listing)

The Nittany Lion Inn (on campus)
(800) 233-7505 (814) 865-8500

Penn Stater Conference Center Hotel
(PSU Research Park, shuttle, car/cab)
(800) 893-4602 (814) 863-5000

The Atherton (walk to campus)
(800) 445-8667 (814) 231-2100

Courtyard by Marriott (shuttle)
(800) 321-2211 (814) 238-1881

Hampton Inn (car/cab)
(800) 426-7866 (814) 231-1590

Days Inn Penn State (car/cab)
(800) 258-3297 (814) 238-8454

Residence Inn by Marriott
(shuttle, car/cab)
(800) 331-3131 (814) 235-6960

Sleep Inn (car/cab)
(814) 235-1020

About ARL Penn State

Solving challenges for the U.S. Navy for over a half a century, the Applied Research Laboratory at Penn State has demonstrated innovation and practicality in technology-based research. The Applied Research Laboratory is one of four U.S. Navy academic research centers in the country. While ARL has served as a Center of Excellence in undersea technology, it has also facilitated Penn State in becoming second among U.S. universities in industrial R&D funding.

Its broad-based effort is supported by a full-time complement of more than 500 scientists, engineers, technicians, and support staff, in addition to 200 associate members within the university. Through its affiliation with various colleges of Penn State, other universities, and consortia, it has extended capabilities to manage and perform interdisciplinary research.

The Applied Research Laboratory's charter includes and promotes technology transfer for economic competitiveness. This focus supports congressional and DoD mandates that technology from federally-funded R&D be put to dual use by being transferred to the nation's commercial sector.



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ARL Organization by Core Competency



Undersea Systems



CORE COMPETENCIES

- Autonomous Control and Intelligent Systems
- Systems Analysis
- Energy Science and Power Systems
- Acoustics
- Emerging Defense Technologies

MAJOR PROGRAMS

- Long-Endurance, Low-Frequency, Acoustic Source LELFAS (ATD)
- Anti-Torpedo Torpedo (ATD)
- Multi-Platform Broadband Processing
- Vortex Combustor Power Source
- Wick Combustor Power Source (UUV)
- HYDROX Power Source
- NOO Unmanned Vehicle

Information and Network Systems



CORE COMPETENCIES

- Information Science and Technology
- Navigation Research and Development Center
- Systems and Operations Automation
- Communications Science and Technology

MAJOR PROGRAMS

- Condition-Based Maintenance
- High-Accuracy Fiber-Optic Gyro
- Robust GPS Communications
- Integrated Air Defense Support
- Ocean Sampling Mobil Network
- Damage Control Automation for Reduced Manning

Electro-Optics



CORE COMPETENCIES

- Lasers
- Night Vision and Infrared Technologies
- Fiber Optics
- Semiconductors
- Modelling and Automation
- Workforce Development

MAJOR PROGRAMS

- Automated Diode Array Manufacturing
- Ultrashort Pulse Laser Beam Survey
- Manufacturing Automation of Monolithic Ring Laser Gyros
- Sapphire Dome Strengthening
- Torpedo Tether
- F/O Links and Interconnect
- Two Color IRFPA for Missile Warning

Fluids and Structural Mechanics



CORE COMPETENCIES

- Fluid Mechanics
- Flow and Structural Acoustics
- Computational Mechanics
- Hydroacoustics

MAJOR PROGRAMS

- Virginia Class Propulsor (NSSN)
- Seawolf Quieting (SSN-21)
- Super-Cavitating Vehicle
- NOO Unmanned Vehicle
- Reactor Main Coolant Pump Loop (SEA 08)
- Flow Control

Materials and Manufacturing



CORE COMPETENCIES

- Manufacturing Systems
- Materials Processing
- Laser Processing
- Drivetrain Technology Center
- Electro-Optics Center
- Advanced Composites Materials
- Repair Technologies

MAJOR PROGRAMS

- Ausforming Finished Bearing Races (AAAV)
- Ausform Gear Qualification (DUST/MV-22)
- Spray Metal Forming (JSF)
- Cold Gas Dynamic Spraying (AAAV)
- Femtosecond Laser Processing
- Electron Beam-Physical Vapor Deposition

FY01 ManTech Projects

iMAST ManTech Projects

A0783 - Performance Testing of Ausform Finished Gears
A0884 - Non-Contact Workpiece Positioning System
A0890 - Titanium Machining Improvements for the Tomahawk Engine
A0909 - F/A-18 F404 Engine Fretting and Low Cycle Fatigue Amelioration
A0933 - Aircraft Carrier Arresting Gear Poured Cable End Sockets
A0948 - Smart Sensors/Actuators
A0950 - Cold Gas Dynamic Spraying of Wear Resistant Coatings for Aircraft Carrier Catapult Pistons
A0970 - Functional Gradient Thermal Barrier Coating for F405 Turbine Engines
A0974 - High Rate Machining of Ti Blisks and Disks
C0886 - Ausform Finishing Process for Manufacturing of Bearing Races
C0934 - AAV Enhanced Applique Armor Kit (EAAK) Product Improvement
R090201 - Spray Metal Formed Aluminum Alloys for the Joint Strike Fighter
S0728 - Gear Metrology and Performance Prediction
S0949 - Propulsor Affordability Initiative
S0968 - Automated Paint Application Containment & Treatment System (APACTS) Process Development
S0969 - Rhenium Fabrication Processes

iMAST RepTech Projects

A0967 - Aircraft Applique
A0971 - Waste Water Solids Recycling
C0953 - Surface Preparation Improvement
C0955 - Heavy Equipment Repair
C0972 - Steering Block Repair
C0993 - Evaluation and Repair of LAV Armor
R0834 - REPTECH Rapid Response Projects
R083442 - REPTECH R.R. - H-53 Generator Tachometer Gear Laser Cladding Repair
S0869 - Torpedo Repair
S0947 - Nd:YAG Catapult Troughs
S0952 - Effective Coatings Removal From Navy Ships
S0962 - PCB Analyzer
S0994 - VLS Tube Repair

Technology Transfer Event Participation

Defense Manufacturing Conference '00, Tampa, FL

American Helicopter Society Forum 57, Washington, DC

2001 Ship Production Symposium, Williamsburg, VA

Showcase for Commerce-Johnstown, PA

ICALEO 2001, Dearborn, MI

Showcase for Commerce Armstrong County-Kittanning, PA

4th Annual DoD Maintenance Conference, Columbia, SC

ONR Naval-Industry R&D Conference 2001, Washington D.C.





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Penn State is an
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